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TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon dep.	6.41	9.15	10.23	12.00	1.18	4.34	5.27	7.09
Yaumati dep.	6.51	9.25	10.33	12.09	1.27	4.43	5.37	7.20
Shatin dep.	7.03	9.38	10.50	12.21	1.39	4.55	5.50	7.32
Taipo dep.	7.17	9.52	11.03	12.34	1.52	5.08	6.03	7.45
Taipo Market ...dep.	7.22	9.57	11.08	12.38	1.56	5.12	6.07	7.49
Fanling dep.	7.33	10.08	11.19	12.48	2.06	5.23	6.17	7.59
Sheung Shui ...dep.	7.38	10.13	11.23	12.52	2.10	5.27	6.21	8.03
Shum Chun arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.22	8.06	10.37	11.40	2.58	4.36	5.12	6.05
Sheung Shui ...dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanling dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Taipo Market ...dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.33	6.27
Taipo dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37	6.31
Shatin dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yaumati dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon arr.	8.23	9.09	11.36	12.42	4.01	5.45	6.10	7.04

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Fanling ...dep.	7.45	11.30	2.30	6.20	Shataukok...dep.	6.30	10.15	1.05	5.00
Shataukok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

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BOUNDARIES IN IRELAND.

NEWRY, ARMAGH, AND DOWN.

ROMAN CATHOLIC ENCLAVES.

In view of the summoning of the House of Commons yesterday with the object of passing a Bill to enable the Government to appoint a member of the Commission to determine the boundary between the two States in Ireland, the following article recently written by a Special Correspondent of *The Times* will be found informative:—

Once upon a time an Ulster Unionist wrote a piece of vaticinatory fiction entitled "The Battle of Newry Bridge." It prophesied the dreadful results of Home Rule, but, as far as I remember, the Ulstermen repelled the invading Southrons.

To-day Newry is one of the cities claimed from the Government of Northern Ireland by the Free Staters. Although it is the chief Southern seaport of the Six Counties and is divided between Armagh and Down, to which latter county it belongs administratively, it is a Nationalist stronghold. John Mitchell, of Ulster Presbyterian stock, ablest and most trenchant of the "Young Ireland" journalists of the forties of last century, lies buried there. From the early days of the Home Rule movement to the redistribution of seats under the Act of 1918 it returned a Nationalist member to the Imperial Parliament. Its urban council has been in the hands of a Nationalist majority since 1898, and there can be no question that nearly three-fourths of its present population are Roman Catholics and would, in nearly all cases, vote for inclusion in the Free State. Unionists will tell you that many of them are really quite content to remain where they are, but will admit when questioned that they expect at least 90 per cent. of them to vote out of the Six Counties in case of a plebiscite. There is no evidence of any change worth mentioning in the relative proportions of the Catholic and non-Catholic elements since the Census of 1911, the last taken in Ireland, when the former numbered 8,924 and the latter 3,039. The statement made, with truth as regards some parts of Ulster, by Northern propagandists that the Unionist-Protestant element suffered disproportionately during the Great War owing to their larger recruitment is untrue of Newry and the adjoining districts. According to local Protestants who rendered great service to the Empire by organizing and directing recruiting, the local Catholic response was admirable and Catholic losses proportionately heavy. The Protestants did well, but there is still a feeling of hostility to some local Orange leaders who, though of military age and officers in the Ulster Volunteer Force, did not join the British Army.

PROTESTANT OPINION.

In the main, Protestant opinion is opposed to the transfer of Newry to the Free State. The local Unionists admit that the Catholics are is a great majority, but point out that the port is necessary to the large tracts of Armagh, South Down, and South-East Tyrone, which it serves, that the greater part of its import trade is with the Six Counties, that the Protestant minority pays a disproportionate share of the rates, possesses and controls the great majority of the mills and other commercial and financial undertakings in the town, is the largest employer of labour, and owns a great part of the town. They add that in the general interests of the Six Counties, the Newry Canal should remain in Northern hands, even if the Free State boundary should be advanced into South Armagh. Free State South and Northern Armagh meet on a bare hillside near Narrow Water, where the Newry Canal and Newry River a narrow stream between two banks of "slob" (sea-mud) at low tide, at high tide a channel under 200 yards in width, part both counties from town. An friendly Free State such as many Northern postulate, could otherwise interfere with North-bound imports. It appears certain that fully 70 per cent., perhaps more, of the annual coal import of some 175,000 gross tons is consumed in the Six Counties. But the partisans of union with the South argue that this proportion would be greatly diminished were Newry, South Armagh, and part of South Down to be transferred in accordance with the wishes of the majority of their inhabitants, that the Free State would have no interest in crippling the trade of its own port, that the "market circle" of Newry is very largely within the region claimed by the Southerners, that the great majority of the district served by Newry as a commercial centre for the distribution of dutiable goods lies within the Free State, and that, except in coal, the bulk of the trade of the town is with the Free State.

LINES OF CLEAVAGE.

In Newry as elsewhere in the North the religious and political lines of cleavage correspond. Catholics are for the Free State, Protestants desire to live under the Belfast Parliament and the Union Jack. Very few of the latter at Newry would prefer the Free State, though one of the chief millowners supports this policy for economic reasons and the Protestant and Loyalist *Newry Telegraph* is hostile to Irish Partition. But there are more Protestants who would vote against transfer to the Free State but have become increasingly critical of the policy of the Northern Parliament since Sir Edward Carson (as he then was) declined to speak in favour of Irish recruiting on the same platform as Mr. John Redmond in December, 1915. They resent what they describe as the excessive influence of the Orange Lodges in the councils of Northern Unionism, and are uneasy at Sir James Craig's refusal to appoint a Boundary Commissioner on the ground that the Northern Government, having taken advantage of the first clause of Article XII. of the Anglo-Irish Treaty to "contract out" of the Free State, cannot logically or legally refuse to accept the second and consequential clause of that article which provides *inter alia* for its appointment of a member of the Commission which is to determine its boundary.

STRAINED RELATIONS.

Relations between the two elements are strained in Newry, and still more in South Armagh, since the "union of hearts" which was so marked in this region during the early stages of the war gradually gave place to suspicion and hostility. When the I.R.A. sent armed emissaries into this part of Ulster to excite or compel local sympathizers to harry local Protestants or attack the police, the "Ulster Specials" retaliated, and reprisals and counter-reprisals culminated in the horrors of Altnaviegh, where, in revenge for the killing of some Catholic labourers on suspicion by the Specials several Protestant houses were fired and their inmates shot as they tried to escape. After hostilities had died down the political struggle continued. The Nationalists, or Sinn Feiners, elected to the Northern Parliament by Newry, South Down, and South Armagh refused to take the Oath. At the election of the Newry Board of Guardians the Nationalists refused to stand, as a protest against what they described as Sir James Craig's repudiation of the Anglo-Irish Treaty. The Urban District Council was dissolved for passing a resolution repudiating the authority of the Belfast Parliament and acknowledging that of the Dail Eireann. For the time its function were made over to a Commissioner. Rural district councils indulged in similar manifestations. Recently new elections were held. Twelve pro-Free Staters were elected against six pro-Northern councillors at Newry. The twelve signed the statutory Declaration of Allegiance, first passing a resolution that this had been done under duress and without prejudice to the right of the inhabitants to opt for inclusion in the Free State. In the rural districts many Nationalists refused to stand for election. Still, there is a certain improvement in the relations of the two parties in consequence both of the advance in discipline made by the Special Constabulary, who, at their first formation, necessarily had many of the defects of an irregular force, and of the decline of Republican influence in the North.

One doubts whether any Northern political leader wishes to retain Southern Armagh, which, with the exception of a few rural electoral divisions north of the line Newtown Hamilton-Newry, is predominantly Catholic. The population wishes to join the South; the soil is poor and the tax revenue low. The town of Keady and the rural electoral divisions in the Armagh rural district, on the Free State border, as far as Middletown, being Nationalist, might possibly be exchanged for divisions such as Glasslough and Mullyash in Monaghan, which are largely Protestant. A line drawn roughly from Middletown just north of Keady just south of Newtown Hamilton to the border of Down some three of four miles north of Newry and well to the south of Poyntz-pass would be as fair a border as any, assuming that a Boundary Commission held that the economic objections to the surrender of Newry were outweighed by the wishes of a large majority of the Newry people, and that Newry was made a free port for imports destined for the Six Counties.

A DIFFICULT PROBLEM.

But the problem of South Down is far more difficult. Assuming that the unit selected by the Commissioners were the Rural (or Urban) District, Warrenpoint is numerically a Nationalist-Catholic area, and so are Newry No. 1 Rural District and Kilkeel. But the situation is complicated by other than numerical factors. Carlingford Lough is a geographical boundary, which could not be bettered. On the Northern border of Newry No. 1 Rural District there are electoral divisions such as Rathfryland which contain a strong and militant Protestant majority. There is a Protestant majority of about six to five in the Eastern divisions of Kilkeel, including Newcastle, famed for its golf links and its background of mountains, and some six miles north of Kilkeel, above "the Silent Valley," are the Belfast Water Works, which no Northerner would dream of leaving in Southern hands.

Then again there is East Down. The Nationalists won the Parliamentary election of 1918 in the new division formed under that name of the Redistribution of Seats (Ireland) Act of 1918, but though the Southern end of the Strandford Peninsula is Catholic and there is a strong Catholic enclave with its centre in Downpatrick, the Census of 1911 showed a slight Protestant majority in the whole Downpatrick town, and the area is economically part of the Belfast region. To sum up, a division which gave South Down (except the Rathfryland area and the Eastern part of Kilkeel Rural District including the Belfast Water Works) to the Free State might be accepted, but the North would strenuously oppose the cession of the excepted region and any extension of the Free State claim into East Down which, if admitted, would draw a Customs Boundary to within ten miles of the City and Borough of Belfast."

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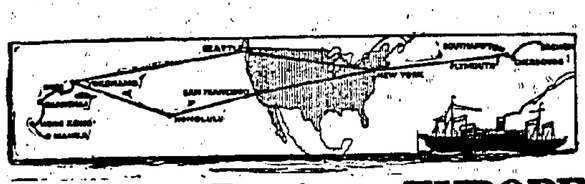
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SHANGHAI COTTON MARKET.

In their weekly report, issued on September 26th, Messrs. A. B. Rosenfeld & Son state:—

China Cotton.—The action of the market during the past week has again been very erratic, with violent fluctuations, causing considerable nervousness throughout the China cotton markets. The steady undertone during the early part of the week brought about an oversold condition from which we had a sharp reaction, started primarily by the sharp advances in Mid-Americans, in consequence of which our market responded in sympathy. The movement was rendered more vigorous by the covering of shorts. Arrivals in the meantime are increasing daily. There is nothing to change our views regarding the trend of the market as outlined in our previous reports, considering that there are no reliable indications as yet that prices will strengthen before the mills are working again full time. For the immediate future, therefore, we still believe the market to be a sale on any little rally, though we would take profits from time to time on fair breaks, when the short interest is likely to get unwieldly. It is a narrow market, and only moderate swings either way are to be expected, but, we think, with a gradual tendency towards a lower level.

Yarn.—The market during the past week has been keeping steady to firm, and prices advanced some three to four taels from the last week's level. In all some 4,000 to 5,000 bales of local spinnings have changed hands for export to Szechuan, Canton, Kiangsi, Swatow, Hankow, Fukien, Wuhu, Ningpo, Amoy and Tientsin.

Messrs. J. Spunt & Co., in their report, state:—

China Cotton.—While prices in general during the early part of the week intimated a weaker tendency, a somewhat firmer undertone ensued at the close, which is attributable to the sharp rise in Mid-Americans and in sampin, as well as to the fact of a fair volume of new crop cotton having been absorbed no sooner it arrived in port, leaving a very small balance available for the time being to meet actual deliveries for the approaching settlements at the Cotton Exchange for the current month. Weather conditions during the past week have been ideal for the picking process still in progress and with average sunny weather until these operations are over there need be no apprehensions as to the quality and quantity of the final outturn of the incoming crop. However, prices of the raw material continue to rule above those obtainable for the manufactured product and unless a more commensurate readjustment takes place there is every likelihood that the continued depression in the domestic yarn markets will effectually modify the demand for the local staple in so far as to eventually bring about the desired results. Tone of the market, steady.

SUGAR INDUSTRY OF THE PHILIPPINES.

P.300,000,000 INVESTED.

The sugar industry in the Philippines is now capitalized at more than P300,000,000, according to Arnold Warren, sugar chemist, in an extensive and comprehensive survey he has made for the coming annual convention of the Philippine Sugar Association. This estimate, says Mr. Warren, covers only the capital employed directly in the production and marketing of the product. It does not include subsidiary capital and that used in other lines dependent or supplementary to the industry.

Mr. Warren gives two factores which promise to revolutionize the sugar industry in the islands: the rapid expansion of the area devoted to cane culture and the increase in the total volume of the crop. The high price of Philippine sugar abroad as a result of the American protective tariff and the centrifugal mills are cited by him as among the principal causes responsible for the enormous increase of sugar production in this country.

"Two means of increasing Philippine sugar production," reports Mr. Warren, "are being utilized. One means is to increase the area planted to cane and the other is to increase the per unit area production. In order to permit the planting of new areas, additional loans have been made to the planters. The Philippine National Bank played an important part in the extension of crops loans. With around forty million pesos tied up in war inflated loans, the bank has increased its loans in an effort to eventually get back most or all of the amount tied up in the Philippine sugar industry."

The Associated Steamship Lines, a local organization of steamship companies announced last week that ocean rates on sugar shipments from the Philippines to the Atlantic coast ports had been raised from $7 (gold) per ton or 2,240 pounds net to $8 (gold). Sugar men say that the increase will not be protested because it is not a serious factor in the expense of transporting the sugar crop about to be brought in.

BIG RUBBER FAILURE.

GENERAL LOSSES IN SINGAPORE MARKET.

A sensation has been caused in the Singapore rubber market by the failure of Chew Lai Hoe, one of the largest Chinese rubber dealers in Singapore.

The total liabilities are understood to be about $250,000, but this amount is fortunately distributed pretty generally over the local market, and individual losses range between $7,000 and $25,000. About twenty firms are involved, most of which are Chinese, but several of the European firms are among the creditors.

Chew Lai Hoe had been in business here for many years. Although not in the first rank of the Chinese rubber merchants, he would probably stand fourth or fifth in the list, and his standing was very good with the European firms.



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BANKING IN SHANSI.

THE PAPER CURRENCY.

Shansi, says the *Chinese Economic Bulletin*, used to be known as the "land of bankers." Banking developed in the province in ages past; before the introduction of the modern banking system Shansi bankers held undisputed sway over the money market in China. Within the present decade, however, modern banking institutions have been replacing the native banks, not only in other provinces but even in the province of their birth.

The most common type of native banks flourishing in Shansi in former years was the "piao hao," which, with a few exceptions, has now almost completely disappeared. In Taiyuan, capital of the province, only the Hsing Yih Native Bank with about forty money exchanges, still carries on. These money exchanges, known locally as Chien Chwang, also do banking on a small scale, although money exchanging is their principal business. In place of the "piao hao," four modern banks are now operating in Shansi. They are the Shansi branch of the Bank of China, the Shansi Provincial Bank, Ching Sheng Bank and the Yu Feng Bank. Before 1920 the greater part of the banking business in Shansi was done by the Bank of China, but in the winter of that year there was a run on the Shansi branch. It used to act as the fiscal agent of the Shansi Provincial Government and as the custodian of the Shansi Provincial Treasury, but these privileges are now transferred to the Shansi Provincial Bank. The Shansi branch of the Bank of China has branches and agents in most of the busy centres of the province. Its note issue is now limited to a very insignificant amount.

The Shansi Provincial Bank, with its head office at Taiyuan, has eight branch offices and 14 agencies in other parts of the province. Outside the province, it has two branch offices in Tientsin and Hankow and two agencies in Kalgan and at Shihkiachwang, Chihli province. As a provincial Government bank, it has taken the place of the defunct Shansi Official Exchange Bureau, out of which the bank was organised.

The Shansi Provincial Bank has the largest amount of note-issue in circulation in the province. Its notes are of three kinds: dollar notes, silver subsidiary notes and copper notes. Of the dollar notes there are five denominations, $1, $5, $10, $50, and $100. Silver subsidiary notes are issued in denominations of $0.10, $0.20 and $0.50 and copper notes in denominations of 10, 20, 50 and 100 coppers. The bank's notes, especially the copper notes, enjoy the utmost confidence and circulate in almost every part of the province. The Ching Sheng Bank has a very limited amount of note-issue, but the Yu Feng and the native bank Hsing Yih do not issue notes.

REVIEW OF RECENT TRADING.

Economically China has suffered during the past seven months, says a report compiled by the Chinese-American Bank of Commerce at Shanghai. Crops generally promised well, but in July certain provinces were visited by severe floods, causing heavy losses. Exports from China have fallen off considerably, especially exports to America. The export of raw silk to America dwindled after February to exceedingly small parcels. The price of tea, owing to a much reduced crop, went up considerably, but toward the end of July came down and showed signs of further weakness. It was not Shanghai alone which received a setback in exports. Almost all other treaty ports fared likewise. Dairen showed a reduction in exports during the first six months of the year of 40 per cent., while the revenue from import duties fell off 5 per cent. The situation was better in regard to imports. Cotton pieces goods generally were in fair demand. Only certain classes of goods were badly hit, notably those which were imported in anticipation of heavy demands on the part of Japan, consequent on last year's earthquake. These articles were steel construction material in general and wire nails in particular, also window glass, of which there are excessive stocks in Shanghai. Another article on which importers had to take losses was woollen cloth, of which there are now heavy stocks in the country.

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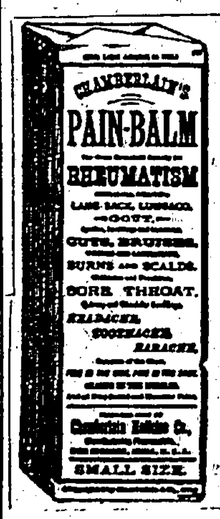
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PETROLEUM IN CHINA.

WHY ATTRACTIVE PROPOSITIONS ARE SHUNNED.

Particulars of the mineral resources of China have hitherto been difficult to obtain, states the *Petroleum Times*. A few years ago the Chinese Government instituted a Geological Survey for the country, apparently with a view to bring geological knowledge of China in line with that of Japan and most other civilised countries, and although it is obvious that some time must elapse before any results of great importance are obtained, the Survey has already published some useful information regarding China's minerals. A special report by the Survey on the Mining Industry of China contains a section on the petroleum prospects in that great country, which, next to the coal and iron deposits, have attracted the attention of the outside world.

It may be remembered that in 1924 the Standard Oil Company obtained an oil prospecting concession in the northern part of Shensi Province. This company drilled in all seven wells in the districts of Yench'ang, Fussu and Chungpu. In no case did the well reach a depth of 3,000 ft., and although some oil was found, the Standard Oil Company did not feel disposed to proceed with the prospecting, and abandoned the concession after having expended about $3,000,000 on it. This decision of the Standard Oil Company caused a great deal of local disappointment, as quite a different end to the enterprise was anticipated. At Yenchang the Government wells have been producting oil steadily for a number of years, and the large number of oil seepages in that district, which have long been known, are good evidence of its petroliferous character, and certainly seem to justify further prospecting. The Chinese Geological Survey is by no means disposed to regard the Standard Oil Company's action as conclusive against the presence of oil in quantity, and expresses the opinion that a much smaller expenditure than that made by the above company, if judiciously spent, might result in success. Besides, in the districts already named the oil-bearing formation, with numerous oil seepages, extends north-west through the districts of Chengyian in Kansu, to Yumen and Tenghuang, continuing along the northern slope of Nanshan until it reaches Northern Turkestan. In the last province oil in some quantity has been produced from the districts of Wusu, Suilai, Tach'eng, and Tihua. No prospecting has been done in these areas.

South of the Chin'ling Mountain is the red basin of Szechuan, where oil is associated with the historic brine wells, and much natural gas is produced which has been used domestically and industrially from time immemorial. The oil is found at somewhat shallow depths, but the associated brine being of inferior concentration, drilling is usually carried down to far lower horizons, from which are obtained copious flows of highly concentrated brine. Although no oil is found in these lower strata, a good deal of gas escapes, containing, however, a large proportion of hydrogen sulphide. The age of the gas-yielding strata is probably Triassic. The oil production of this area is not large. For example, the Tzuliuching district contains over a thousand brine wells from 1,000 to 4,000 ft. deep, but the total oil production does not exceed 50 tons per annum. It is possible, however, that the upper strata containing the inferior brine would be much more productive of oil if it were exploited. This area also includes numerous anticlines which have never been tested. The brine wells are obviously drilled in the synclinal depressions, where they are likely to be most productive of salt.

According to Sir Boverton Redwood, a thick, tarry oil is found in Mongolia in Mesozoic beds on the southern flank of the Jais Range and also to the north of Orku Lake, where it forms a series of fairly large hillocks consisting mainly of asphalt. The name Miaili (oil) is given to the western end of the Jais range.

Oil shales occur in several parts of China, but practically nothing is known of them. The extensive and rich deposit of oil shale in Manchuria is practically controlled by the Japanese, and according to recent reports will be exploited by them forthwith. Situated in more accessible territory and under better conditions as regards political stability, these Chinese oil prospects would certainly attract prospectors. It is not improbable that the Standard Oil Company abandoned their concession on account of the uncertainty of being able to peaceably exploit any oil pools they might have found. Of late years a tendency to lawlessness seems to have developed in many parts of China.

CINEMA NOTES.

THE WORLD THEATRE.

The predestination of human events and the inexorable manner in which fate drives the humans to carry out her whims is strikingly brought out in the Warner Brothers' new photodrama, "Lucretia Lombard." The picture is adapted from Kathleen Norris' famous novel of loveless marriages. Only a short time ago they picturized "Brass," from the pen of C. G. Norris, husband of Kathleen. Irene Rich and Monte Blue star in both pictures. "Lucretia Lombard" is now showing at the World Theatre. Cinemagoers should not miss the excellent picture.

QUEEN'S THEATRE.

Many stars appear in "The Affairs of Anatol," the Paramount picture which is having a brief run at the Queen's Theatre. Cecil B. de Mille, the famous director, got together Wallace Reid, Gloria Swanson, Bebe Daniels, Wanda Hawley, Agnes Ayres, Monte Blue and Elliott Dexter for the important pictures and they all give excellent portrayals in their respective roles. Lavish modern drawing room scenes contribute towards the beauty of the picture and the director has found a unique way of dealing with his theme. Those who were present last night were generous in their praise of the film, especially as regards the vivacious gloria, and Wallace Reid, who plays up to his fame. "The Affairs of Anatol" will be put on at all shows till Sunday, at the Queen's Theatre.

TRADE IN FAR EAST.

REVIEW OF LAST DECADE.

In the decade 1913-23 the six leading countries of the Far East—Japan, China, Philippines, Dutch East Indies, British Malaya, and British India—have increased their exports 84 per cent., from $1,077,000,000 in 1913 to $3,587,000,000 in 1923, according to an analysis of the Far Eastern Division of the American Department of Commerce. During the same period they have increased their imports 70 per cent., $1,901,000,000 in 1913 to $3,222,000 in 1923.

As a consequence of the greater increase in their exports the combined favourable balance of their trade has increased in 10 years from $76,000,000 to $345,000,000. Only two countries—Japan and China—imported in 1923 more goods than they exported—a total unfavourable balance of $403,000,000. The four tropical colonies of Asia—Philippines, Dutch East Indies, British Malaya and British India—on the other hand piled up a favourable balance of $748,000,000, making the net favourable alance for the Far East $345,000,000 for the year.

The unfavourable merchandise balances of China and Japan were largely offset by direct borrowing in Europe and America; by services render by Japanese shipping; and by remittances to China of Chinese abroad. The favourable merchandise balances of the tropical colonies were offset by shipments of silver to India direct from America and *viâ* England; by transfer of American credits from the Dutch East Indies and British Malaya to Holland and England; to apply against European debts to America, and by liquidation of Philippine invisible indebtedness to the United States.

BALANCE IN FAVOUR OF EUROPE.

In 1913 these six Oriental countries sold Europe $825,000,000 worth of raw materials and purchased $573,000,000 of manufactured goods. There resulted a balance of merchandise trade in favour of Europe of $48,000,000. In 1923 the same countries sold Europe $923,000,000 worth of raw materials and purchased $1,121,000,000 worth of Europe manufactured goods. Not only were Europe's sales to the Orient increased in 10 years 29 per cent., but the balance of trade in favour of Europe was quadrupled from $48,000,000 to $198,000,000.

Asia's 1923 exports to the United States tripled and the imports from the United States were nearly four times greater than in 1913. In 1913 Asia exported $242,000,000 worth of raw products to the United States in return for $133,000,000 worth of manufactured goods. In 1923 the Orient shipped us $716,000,000 worth, mostly of raw silk, rubber, jute, tin, manganese, tea, coffee and spices and took in return only two-thirds as much, or $498,000,000 worth of practically the same products as were sold a decade ago plus a large amount of wheat and wheat flour to China. The value of shipments to Japan, however, increased to $261,000,000 dollars, or over 400 per cent. in 10 years; to China $123,000,000 or 500 per cent.; to Philippines $50,000,000 or 100 per cent.; and to India $43,000,000 or 300 per cent.

Asia's favourable trade balance with the United States of $278,000,000 was variously applied. In the case of Japan it was entirely applied to the liquidation of European favourable balance with that country. The $29,000,000 of India's credit with the United States remaining after India's European debts of $50,000,000 had been liquidated by transfers of Indian credit to Europe's debts in America was practically all remitted by us to India in the form of bar silver.

PHILIPPINES PAY LARGE DEBT.

The Phillippines paid large debt and shipping services to the United States during the year. The Dutch East Indies and British Malaya, whose credit with us was really owned in Europe by the plantation owners who had invested in those Oriental colonies, transferred their American credit to its European owners who in turn applied it to payment of British debts to America and the building up of Dutch surpluses here.

The conclusion cannot be escaped, therefore, that 1923 was a very favourable year for Asia's trade both in value and balance of merchandise transactions; that the year's trade netted Europe almost $200,000,000 in merchandise balance, practically none of which was offset by invisible items, there being no Oriental money loaned to Europe; few travelers or Orientals in Europe making remittances; and ni Oriental shipping service to Europe except Japanese for which Europe's services in Japan more than compensated: that in addtion to this merchandise balance the Orient owed large amounts to Europe during the year for invisible items such as shipping services, services on Indian debts to England, Dutch Colonial debts to Holland; Chinese debts to England, France, Holland and Belgium and Japanese debts to England; and that Asia's debts to Europe both visible and invisible were probably all paid for by America's merchandise debt to Asia of $278,000,000.

AEROPLANES FOR CHINA.

The aeronaut Fernand Laporte intends, states the *Auto*, to leave France shortly for Shanghai, Peking and Mukden, where he will join the French airman Poulet.

It is stated that China has bought from France several seaplanes also capable of coming down on land, which are to be used for the policing of rivers infested with pirates, and that a school for pilots is to be established at Mukden.

M. Laporte will act as instructor, and will also fly over the Chinese coast line in order to determine the most suitable points for the establishment of naval bases. He is taking with him a seaplane and also a small balloon.

FATAL BANGLES.

YOUNG WOMAN KILLS HERSELF WITH OPIUM.

DEATH ENQUIRY AT KOWLOON.

At the Kowloon Magistracy yesterday afternoon, Mr. E. W. Hamilton held an enquiry into the circumstances attending the death of Chan Won, a young Chinese woman, which took place at 54, Portland Street, first floor, on September 13th.

Dr. W. B. A. Moore, giving evidence, stated that he made a *post-mortem* examination of the deceased. In his opinion death was due to coma through opium poisoning.

Mr. O. F. Lubatti, Assistant Government Analyst, analysed the contents of the stomach, and found about 15 milligrammes of morphine. He also got reactions for meconic acid, which was one of the characteristic substances contained in opium. Witness examined the contents of a bottle submitted to him by Sergt. Taylor, and it to contain 4 cubic antimetres of a black liquid which gave reactions for meconic acid. The substance had the smell, colour, and general appearance of opium dross. Witness would expect death to ensue if a person unaccustomed to opium drank a third of the brandy-bottle (produced) full of this substance.

Kwok Fei, a Chinese master tinsmith, said that the deceased was his concubine. He had lived happily with her for seven years. His principal wife was dead, and he had no other concubine. The deceased had no cause for jealousy.

THE STOLEN BANGLES.

Questioned by Mr. Hamilton, the witnessed stated that shortly before her death he bought the deceased a pair of bangles, and one day a man in the street stole them from her by means of a trick. Witness scolded her about this on Sept. 10th, but he did not think that the scolding preyed on her mind at all. He had a bottle under his bed, containing opium-water. He used it in small quantities as a preventive against opium smoking. A few minutes before 10 a.m. on the day of the deceased's death, witness was aroused by deceased elder sister, who asked him to look at the deceased. The latter was unconscious, and her pulse was very faint. Witness fetched deceased's mother.

Mr. Hamilton: Why did you not send for a doctor?—It did not occur to me to send for a doctor. The sister told me her mother could cure people.

Witness, proceeding, said that before he went for the mother, he looked under the bed for his opium-mixture. The bottle was still there, but it had only some dregs left in it.

Mr. Hamilton: So before you went for deceased's mother, you guessed that deceased had drunk the contents of the bottle?—Yes.

Did you suspect that the bangles had not been stolen, but that your wife had given them away, or anything of that sort?—It did not occur to me.

You had been happy?—Yes.

Have you any idea why she should take her life?—No.

Chan Lui, a married woman, deceased's elder sister, stated in evidence that deceased and Kwok Fei lived perfectly happily together. For some time past witness had been living with them, as her husband was abroad. Kwok Fei had not made things unpleasant for the deceased over the bangles. In fact, on the night previous to her death he had suggested taking her to the theatre.

Fan Ken, deceased's mother, in the witness-box, said that on September 13th she went to 54, Portland Street. Her daughter was dead when she arrived. Deceased had always appeared cheerful, and had never suggested taking her life. Witness never heard anyone tease the deceased about having been swindled out of her bangles. Deceased's husband had always been kind to her.

OPIUM POISONING.

Mr. Hamilton, after hearing the evidence, said "I find that the deceased took her own life through opium poisoning, self-administered. There is no direct evidence to show the state of her mind, but it appears probable that the loss of the bangles may have caused depression which unbalanced her."

GIRLS IN A MOTOR-BOAT.

TWO YOUNG CHINESE WOMEN CAUTIONED.

Before Mr. E. W. Hamilton, at the Kowloon Magistracy, yesterday, two young Chinese women, were charged with unlawfully trespassing on land under the control of the Harbour Master.

Inspector Blackman explained that the two women had been found on a motor-boat on the slipway in the Police Basin.

One of the defendants said that she was looking for her husband, who was in Government employment. Mr. McKay, Chief Junk Inspector, said he did not think the girl was the wife of the man mentioned, who was only eighteen, but added that he did not wish to press the charge against the women who, in his opinion, were not greatly to blame. The crew of the motor-boat would be dealt with departmentally.

Both girls was discharged with a caution.

GOODS THROWN INTO HARBOUR.

NINE FIRMS CLAIM FOR REFUND.

JUDGMENT FOR PLAINTIFFS.

Nine firms made claims in the Summary Court yesterday against the Yiu Tack Shing firm in respect of the value of goods said to have been thrown into the harbour from a junk taking them across to Kowloon.

Mr. N. I. Brewer appeared for the plaintiffs and Mr. M. K. Lo for the defendant firm.

Mr. Brewer said that the action concerned cargo shipping on board the junk. The several plaintiffs were mutual customers of the junk's owners and the mode of procedure was for the plaintiff merchants, who were at Kowloon City, to buy goods in Victoria. The goods were then shipped on board the junk, the the same one invariably being used. On this occasion (July 3rd) the goods were shipped and no news was heard as to their having arrived—in fact nothing at all about them.

According to information supplied by the defendant's solicitors the junk started from Wing Lok wharf about twelve o'clock with a full load and between Bailey's Shipping Yard and the Cement Works a wind sprung up. The junk was blown to starboard and practically capsized. The goods had to be thrown overboard and eventually the junk was salvaged and towed to Kowloon.

The plaintiffs claimed that the cost price of the goods should be refunded.

After a rather lengthy hearing His Lordship (Mr. Justice Gompertz) gave judgment for the plaintiffs.

ALLEGED WRONGFUL EJECTMENT.

AN ABSENT COMPLAINANT.

At the Central Magistracy, yesterday, Kau U Shek, one of the sub-lessees of the European restaurant at Ming Yuen Gardens, summoned Chan Tin Hing for wrongful ejectment from the premises, claiming this to be *mala fide*, as all rents had been paid. In the absence of the complainant, Mr. Lindsell dismissed the summons, and when Mr. Brooks (for defendant) asked if some compensation was not due for the trouble and expense defendant had gone to in attending the Court, his Worship said the summons was brought by the complainant on the advice of Mr. Brewer, and it was unfair to expect the complainant to pay compensation when he was guided in the matter by his legal representative.

LOCAL SPORT.

INTERPORT CRICKET.

THE SINGAPORE TEAM.

Mr. L. S. Greenhill, Hon. Secretary, of the Hongkong Cricket Club, has received a letter from Singapore, dated September 24th in which the following names are given of those who are practical certainties in the Malaya Team, due here in November:—

G. M. Brand.
N. Grenier.
J. D. Hussey.
E. W. N. Wyatt.
R. T. Fisher.
P. N. Knight.
Flight-Lieut. Livock.
Lieut. R. A. Phayre, R.G.A.
Lieut. F. H. Thompson (Royal Sussex Regt.)

Further names will follow later.

RUGBY FOOTBALL.

H.K.F.C. XV. v. WAYFOONG XV.

A match will be played by these teams at the Club ground, Happy Valley, on Saturday, the 4th inst., kick-off, at 4.45 p.m.

This is the first game of the season and while there are many of last season's players turning out a number of newcomers to the Colony are in the teams and it will be interesting to watch how they will shape.

The "Wayfoong" XV. ran the Club very close last year and on paper it would appear that this game will again be closely contested and will be worth witnessing.

Club XV.—Prowse; A. N. Other, Cleland, Easterbrook and Foster; Cox and Davis; Forsyth, Ralston, Adams, Davies, Millar, Plew, Robertson and Paul. Reserve: Jordain.

Wayfoon XV.—Clerk; Lee, Beveridge, Skinner and Nicholson; Morrison and Milne; Bredin (capt.), Monerieff, Hope, Russell, Jones, Grose, Mackintosh and Edwards.

Following the refusal of the Lossiemouth Golf Club to lift the expulsion of Mr. Ramsay MacDonald in consequence of his pacifist speeches during the war, a member of the club, who is an admirer of the Prime Minister, has demanded the immediate repayment of £3,000 which he lent to the club, and which was free from interest. The club does not anticipate any difficulty in meeting the demand.

HONGKONG BOARD OF EDUCATION.

DISCUSSION OF THE ESTIMATES.

DIFFICULTIES IN OBTAINING TEACHERS FROM HOME.

THE CURIOUS CASE OF MR. STEARN.

A meeting of the Board of Education was held yesterday, the Director of Education (Mr. G. N. Orme) presiding. There were also present: The Rev. T. W. Pearce, O.B.E., LL.D., Dr. A. D. Hickling, M.B.E., Dr. Wan Man-kai, Captain A. E. Watts (representing the Garrison Schools), Professor L. Forster, Messrs. S. W. Tso, LL.D., A. F. B. Silva-Netto, U. Rumjahn, B. Wylie, M. E. F. Airey, A. R. Cavalier (Inspector of Vernacular Schools), Mr. G. P. De Martin (Inspector of English Schools and Secretary to the Board).

THE PROPOSAL FOR A MEDICAL OFFICER OF SCHOOLS.

At the commencement of the meeting the CHAIRMAN announced that he was directed to inform the Board that the proposal put forward at the last meeting of the Board by Dr. Hickling for the appointment of a Medical Officer of Schools was now being considered by the Government.

THE EDUCATION ESTIMATES DISCUSSED.

The CHAIRMAN then proposed that the Board go into Committee for the purpose of discussing the Estimates.

Mr. DE MARTIN seconded.

Mr. WYLIE: The proceedings will be in public?

The CHAIRMAN replied in the affirmative.

The CHAIRMAN, introducing the subject, mentioned that the alterations this year in the Estimates were not many. There had been one addition to the staff of Chinese inspectors, Mr. Lee Hing being appointed an Inspector of Schools.

SALARIES OF TEACHERS IN NEW TERRITORIES.

He went on to say that the Sub-Committee had some commiseration with sub-inspectors and teachers in the New Territories whose salaries were from $400 to $600 a year. He was sure that the salary paid was the equivalent of that paid in the City. In this connection he would like to point out that the salary of some of the masters of schools in the territory did not exceed $10 to $20 a month and they seemed to get on fairly well. Living in the country was entirely different to living in the town.

THE BRITISH STAFF.

Regarding the British Staff of teachers, the CHAIRMAN said the Estimates provided for an increase in the number of British masters from 24 to 27. There might be difficulty in obtaining the full number and he suggested that the reason for this was the apparent reluctance of young men at Home to come abroad to the Crown Colonies. Whilst hoping that this might prove to be wrong in the future he could not help thinking that this was the possible cause of the trouble. During the present year they had had the same trouble as in past years in getting masters from Home, which was borne out by the fact that only two were chosen during the year. One candidate, after being selected, withdrew at the last moment owing to his father becoming incapacitated with stroke, leaving him responsible for a very large family.

MR. STEARN'S CASE.

There was also another case, that of Mr. Stearn, about whom there appeared a paragraph in the Press the other day, to which his attention had been drawn by Mr. Silva-Netto, Mr. Stearn was the Board's second recruit. He came out to Hongkong and, after staying here for a few weeks, returned Home, which no doubt caused considerable expense to someone. He would like to explain that Mr. Stearn wrote applying for a post in Hongkong as a master. He said that he would not be bringing his wife out to Hongkong with him. The Colonial Office were requested to engage Mr. Stearn's service and finally after some delay, due to the fact that Mr. Stearn was granted leave to recuperate after an illness, he arrived in the Colony in the middle of August of this year. He brought with him his wife and two children. After staying in an hotel he went to live at St. George's House and consequently found that he could not live on his salary. Rent allowance was paid in certain case where a Government servant occupied a dwelling-house, but Mr. Stearn could not claim rent allowance. He was, however, granted some allowance. He came out as a Junior master and members of the Board well knew that a Junior master had to economise during the earlier years of his service. They had also to remember that it was difficult to find quarters for a man out from Home at short notice. Whether Mr. Stearn was led to expect too much from those at Home, he could not say, but Mr. Stearn said that he was. One point he noted was that Mr. Stearn was engaged last year, not this. This year they had been very persistent with the people at home, asking them to send out unmarried men only. With reference to the general difficulty of recruiting, in his experience, the distance from home militated against them. There were even complaints from New Zealand concerning recruiting, and New Zealand could not be said to be anything but a country favourable to whites. One of the premier schools there had the utmost difficulty in getting men out from England. People who contemplate going abroad stop short rather than run the risk of being stranded so far away from Home. When one looked out from Home it did look a long way. However, the present methods of selection were engaging both his and the Government's attention.

A LETTER FROM MR. STEARN.

Mr. B. WYLIE said he had a letter in his possession from Mr. Stearn. Would the Chairman permit him to read it to the meeting.

The CHAIRMAN said as he did not know its contents, he could not let it be read.

It was agreed that the letter be passed over to the Chairman.

The CHAIRMAN continuing said that with reference to mistresses they were pretty well supplied. At the same time he was considering how far methods of selection could be improved.

An inquiry concerning staff was made by Mr. A. F. B. Silva-Netto, and in reply Mr. ORME said mistresses were far easier to secure than masters. The English-speaking Chinese staff were now recruited from the University. It was expected no less than ten would qualify this Summer. They were out to try and give these Chinese teachers as good conditions as possible so that they could keep up their studies. In time it was possible they might get together a little colony.

VERNACULAR SCHOLARSHIPS.

The CHAIRMAN referred to the question of scholarship in the vernacular side. Two years ago his predecessor said he was much impressed by vernacular scholarships in the Colony. He did not want only a few to work for scholarships. His idea was to raise the whole standard of education. This was a most important question.

Mr. WYLIE said that he had been told that the person who held the post of Adviser to Vernacular Studies, had not passed his examinations at the University.

The CHAIRMAN said there was no fully qualified Adviser to Vernacular Studies, the position being held temporarily by a young man, until someone fitted for the position could be appointed.

A CAUSE FOR DISCONTENT.

Mr. TSO pointed out that a man of experience was absolutely essential for a position which carried so much responsibility.

The CHAIRMAN: The Colony is badly off in regard to Chinese scholarship, and I think this is a most important question. Chinese classics were higher learning, but perhaps they were not respected as they should be.

Mr. WYLIE said he knew nothing about Chinese classics, but, he was sure, putting someone who was not competent at the head of affairs was likely to cause discontent.

Mr. AIREY asked if they could find out who recommended this man. The Chairman said he thought they should give the man a trial, but Mr. Wylie proposed the appointment of a sub-committee to inquire into the matter.

The question of the appointment of the Vernacular Adviser and a Normal Master was referred back to the committee for consideration.

TAXI-CABS MAY BE USED FOR TRANSPORTATION.

The CHAIRMAN said that last year's estimate for transportation was $2,020 and during the current year he did not think that this figure would be exceeded. The question of using taxi-cabs for transport had cropped up, but if these were used it would mean an increase in the figures.

Mr. WYLIE: Of course, the Government is always mean and stingy over the question of transportation. They do not allow sufficient for parents to send their children any distance; consequently these people had got to pay for the transportation of their children to school.

The CHAIRMAN: A Government is always bound to be stingy. They have such things as auditors and the public to think about.

Mr. WYLIE: That may be so, but a Government Department can be stingy as well.

Mr. CARVALIER: If the vote is to remain the same, how can we use taxis, which cost more?

It was finally agreed that a larger sum be recommended.

GOVERNMENT GRANTS.

The CHAIRMAN said that the grant for schools in the New Territories had not been used up during the past year. These grants were a delicate means of helping Chinese schools and he wanted to make sure that the money was well-spent. Sometimes the money got into the hands of schools that were well-enough off already.

Mr. TSO asked what were the number of schools in the New Territories?

The CHAIRMAN said the number did not vary very much. One or two had closed down. He would not lose sight of any opportunity to improve education facilities in the New Territories.

GRANTING MONEY OUTSIDE THE COLONY.

Mr. SILVA-NETTO asked if any part of the Educational grant of $117,913 was spent outside the Colony.

The CHAIRMAN said that the money was spent within the Colony.

Mr. SILVA-NETTO said the reason he asked was that last year a grant was made of $32,000 to Holy Trinity College, Canton, and two years ago a grant of $50,000 was made to schools in Canton.

The CHAIRMAN explained that they were grants made by the Council.

Mr. SILVA-NETTO said he would like to know under what code or act such grants were made. To pay money outside the Colony seemed to be entirely illegal to him.

The matter was not discussed further.

SCHOOLS IN EMBRYO.

Dealing with the important matter of new school buildings, the CHAIRMAN said that in this direction they were more or less in the hands of the Public Works Department. Saiyingpun and Quarry Bay schools were about to be started. They had also been working on the question of the site for the new Queen's College, and they hoped to get this matter cleared up soon. The Victoria British School would have to be moved before Queen's College could be commenced. New provision was being made for the Victoria British School. The question of Cheung Chau school and the school at Taipo was also under consideration. Provision had not been fully made in the growing districts of Kowloon, although sites had been chosen for schools in the new areas. He hoped to be able to put before the Board shortly proposals for these new schools.

PROMOTION TO SUB-INSPECTORS.

In reply to a question as to the system of appointing Chinese sub-inspectors for schools in the New Territories, the CHAIRMAN said that these appointments were usually made from schoolmasters doing good work.

The CHAIRMAN concluded his review by thanking the Sub-Committee for the time they had spent in going through the estimates.

MR. WYLIE'S REVIEW.

Mr. WYLIE, reviewing the estimates, referred at some length to the question of obtaining masters from Home. He did not agree that young men were reluctant to go abroad. He thought it was the desire of every young man to see the world. The Chairman's predecessor (Mr. Irving) and he (Mr. Wylie) had argued this question out many times. He thought that the methods of obtaining young men from Home were not right. The advertisements were not sufficiently attractive. He also considered that the people whose business it was to engage masters and mistresses at Home were not the proper persons to do the work. Of course, he had always held that they did not pay enough money at the start. Then, when they arrived in the Colony, there was the difficulty of keeping them, and in this connection members smiled when Mr. Wylie referred to Mr. Orme's engagement to one of his staff at the Central British School, and offered his congratulations.

Mr. WYLIE also referred to the case of Mr. Stearn. The person who engaged Mr. Stearn, knowing that he had a wife and two children, was wrong in so doing and should have known better.

Referring to the Vernacular Schools, Mr. WYLIE hoped that these schools would be well watched. A circular was distributed in Hongkong the other day which stated that English education was making the Chinese into a race of slaves, comprádores' clerks, etc. He would ask that this matter should not be treated lightly as it might prejudice the future peace of the Colony.

With regard to the Quarry Bay School, he hoped that the work of building this school would be pushed on as quickly as possible. The school was at present being run in a building belonging to Messrs. Butterfield and Swire, who probably would not be prepared to allow their building be used indefinitely. As to the schools at Cheung Chau and Un Lung he noticed that they were again "contemplated." He was glad to note that the Chairman referred to schools for Kowloon. A year ago he visited Yaumati schools and was there told that the school was so crowded that they had to turn away 150 scholars. They should not forget that where houses were going up there must be schools, and it was the duty of the Government to provide schools.

PROFESSOR FORSTER AND TEACHERS FROM HOME.

Professor L. FORSTER referred to the question of teachers coming out to Hongkong from England, whereupon the Rev. T. W. Pearce pointed out that there was a dearth of teachers in the home country.

Mr. WYLIE suggested that Mr. Irving (late Director of the Board of Education) be engaged at home to interview likely candidates.

The CHAIRMAN said during the first year it was difficult to get these things in order. He hoped something more definite would be arranged. He was pleased to hear there were people willing to come out.

Mr. WYLIE: There are not so many people willing to come out at the salary you offer them.

Mr. WYLIE added that he thought that men who desired to take up positions in Hongkong ought to be able to go to someone who would be sympathetic.

Mr. FORSTER said he noticed some time ago an advertisement offering a situation abroad. This notice gave the salary, indicated the prospects, and the conditions also were explained. An advertisement such as that achieved much.

Mr. WYLIE: Any teacher who comes out here should be able to rise to the head of a department. That was something to strive and live for.

REGULAR MEETING DAYS?

Dr. HICKLING asked whether it was the intention to call the meeting of the Board every month, or whether meetings were to be held haphazardly. It was a very important question for her, as it was necessary to arrange her work. With a regular date matters would be much easier.

The CHAIRMAN said there might be occasion, during the dull season when they might miss out a month. He gave a promise to the Board that he would consider this matter.

This terminated the meeting.

ALLEGED ILL TREATMENT OF CHINESE BOY.

SCHOOLMASTER CHARGED.

At the Central Magistracy yesterday morning, a master of a private Chinese school was charged with ill treating one of his pupils, a 13-years-old day. Mr. E. S. C. Brooks appeared for the defendant.

Mr. A. R. Cavalier, Inspector of Schools, said that he visited this school at 20, Graham Street, accompanied by a Chinese Inspector. The defendant admitted that he had beaten the boy because he had played truant. He had done this as the boy's mother requested him to do so. He had seen the boy, and there were marks on his head, fingers and legs. The boy, giving evidence, said he was struck over 30 times.

The mother, when called, said she had thrashed the boy herself, but did not ask the schoolmaster to thrash him.

The First Magistrate, Mr. Lindsell, intimated that he desired to hear the doctor's evidence, and adjourned the case until Monday, October 6th.

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AXMINSTER, REVERSIBLE AND SUNDOUR RUGS in all Sizes.

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GREEN ISLAND CEMENT CO., LTD.

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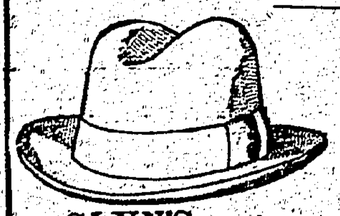
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NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 11TH, and MONDAY, 13TH OCTOBER, 1924, commencing at 3.15 P.M., Each Day. The First Bell will be Rung at 2.45 P.M.

The Charge for Admission to the Public Enclosure will be $1.

Soldiers and Sailors in uniform, Half Price.

Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-Members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS at $5 each up to FRIDAY, OCTOBER 10TH.

The Stewards invite the Ladies of Hongkong to be present. [1317

TO LET.

A SHOP Facing the Harbour with Plate Glass Window adjoining the NEW P. & O. BUILDING, suitable for a Steamship Business. Frontage, 17 Feet; Depth 54 Feet, with Yard and Outbuilding beyond.

Address—"A.B." care of *Daily Press*. [1316

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Steamship

"GLENSANDA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 7th October, 1924, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 6th October, 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Consignees are hereby notified that before Bills of Lading can be countersigned the General Average Agreement must be signed a Deposit 2% paid.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd October, 1924. [1318

THE CHINA SUGAR REFINING CO., LTD.

NOTICE IS HEREBY GIVEN that An EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Registered Office of the Company, PEDDER STREET, Victoria, in the Colony of Hongkong, on TUESDAY, the 16TH DAY of SEPTEMBER, 1924, at NOON, for the purposes following, namely:—

(a) To consider, and, if thought fit, approve the draft new Articles of Association of the Company which will be submitted to the Meeting and in the event of the approval thereof, with or without modification.

(b) To consider, and, if thought fit, to pass an Extraordinary Resolution to the effect:—

(1) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

A print of such draft new Articles and a print of the existing Articles of the Company may be seen at the Company's said Registered Office and at the Office of Messrs. DEACONS, 1, Des Vœux Road Central, Victoria aforesaid, Solicitors for the Company, and the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in red.

(c) To consider, and, if thought fit, to pass an Extraordinary Resolution to the effect:—

(2) That the name of the Company be changed to "CHINA SUGAR REFINING COMPANY, LIMITED."

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the Registered Office of the Company, PEDDER STREET aforesaid, on FRIDAY, THE 3RD DAY OF OCTOBER, 1924, at NOON, for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

AND NOTICE IS HEREBY ALSO GIVEN that the said SECOND EXTRAORDINARY GENERAL MEETING to be held as aforesaid will be continued for the purpose of considering, and, if thought fit, passing the following further Resolution as an Extraordinary Resolution, namely:—

(3) That each of the existing 20,000 fully paid up shares of $100 each constituting the Company's present Capital of $2,000,000 be divided into four fully paid up shares of $25 each so as to make such Capital $2,000,000 consisting of 80,000 fully paid up shares of $25 each.

AND NOTICE IS HEREBY ALSO GIVEN that A THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the Registered Office of the Company, PEDDER STREET aforesaid, on MONDAY, THE 20TH DAY OF OCTOBER, 1924, at NOON, for the purpose of receiving a Report of the proceedings at the above mentioned Meeting in so far as regards Resolution No. 3 above and of confirming, if thought fit, such Resolution as a Special Resolution.

Dated this 16th day of June, 1924.

By Order of the Board,

JARDINE, MATHESON & CO., LTD., 898] General Agents.

INTIMATIONS

NOTICE.

THE CHINA SOAP CO., LTD.

(LEVER BROTHERS (CHINA), LTD.)

AS From the 1ST OCTOBER, 1924, the Offices of the above Company will be situated on the 6TH FLOOR of the NEW BUILDING at 12, PEDDER STREET. [1307

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, Hongkong, on SATURDAY, 4TH DAY OF OCTOBER, 1924, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from SEPTEMBER 27TH to OCTOBER 4TH, 1924, both days inclusive.

By Order,
M. MANUK,
Secretary.

Hongkong, 19th September, 1924. [1274

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 7128 for 25 Shares, £4 per Share Paid up, number 55126/55150 in this Society standing in the Name of ROBERT JOHN JACK SNEDDON, of Hongkong, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 25 Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.

Hongkong, 8th September, 1924. [1235

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 6th day of Oct., 1924, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Pokfulam in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in square feet.	Annual Rental.	Upset Price.
			feet.	feet.	feet.	feet.		$	$
1	Rural Building Lot No. 250. Near Rural Building Lot No. 210, Pokfulam.	As per sale plan.					8,000	28	2,440

[1313

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTIES

Situate at TAI KOK TSUI in the Colony of Hongkong,

To be Sold by AUCTION, Subject to a Reserve Price on

WEDNESDAY, the 15TH DAY OF OCTOBER, 1924, at 3.00 P.M.

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BIRTH.

JAMES.—At Shanghai, on September 26th, to Mr. and Mrs. P. E. R. JAMES, a son.

DEATH.

PERKINS.—At Shanghai, on September 26th, MAUDE, the dearly beloved wife of C. B. PERKINS, aged 40 years.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 2ND, 1924.

"SUCCESSFUL GOVERNMENT" IN CHINA.

IT is just a year ago this month that, by the wholesale bribery of members of the Chinese Parliament, Marshal TSAO KUN came to be elected President of the Republic of China. In his inaugural address on the anniversary of the Republic, His Excellency delivered himself of the most admirable sentiments respecting the government of the country. Among other things, he quoted the Sage as saying, "Good administration does not rely upon mere words, but upon deeds well done," and he solemnly declared that in the administration of State affairs he would follow this principle as his guide. His Excellency indicated his policy in the following terms: "The country appears to be getting more impoverished every day, because the plans for definitely limiting the size of the national army and thereby curtailing wasteful expenditures have remained in the stage of discussion and have not yet been put into execution. If military and other expenses are reduced and if funds now used for unproductive purposes are turned into useful channels, the condition of the national treasury is bound to improve and probably this will be the best way of rehabilitating finance."

Lip-service to high sounding ideals such as there has been rendered by every war lord in China during recent years, but what practical step has ever been taken by any of them to give effect to these sentiments? Instead of reducing armies and retrenching expenditures we have seen quite the opposite taking place all over China, and we are now witnessing the inevitable result. The President himself, while he was giving utterance to these admirable sentiments we have quoted could not have been forgetful of the fact that he was placed in office by a political party which had the present war in view, and must have known that it was idle to talk of reducing his army. No single person in China probably is able to say to what approximate extent these "wasteful expenditures" have increased during the past year, but that they must have increased has been evident to all observers, for it has manifestly been a time of preparation for war. Nor is it possible, we think, to see in the Government's policy of "reunification by force" the faintest prospect of any appreciable reduction. It is at least plain that so long as the present war lasts these "wasteful expenditures" must be immeasurably increased, and it is sufficiently evident that no matter which faction emerges victor in the struggle, there can be no end to thought of any considerable military retrenchment in China so long as Force is preferred to Reason. Marshal WU PEI-FU has talked of "cleaning up Manchuria" in two months, but he has probably seen reason to wonder since whether his calculation is not far too optimistic. Whatever may be the duration of the war, which is now but in its opening stages, nothing can be clearer than the fact that a policy of reunification by force will always remain inconsistent with a policy of retrenchment in military expenditures. But laments are useless while the war fever endures. Many thousands of livs will be sacrificed and a vast amount of treasure wasted before those in authority in the land come to recognise the mad futility of the war; but the time must surely come when all Chinese in authority who really have the country's welfare, and not their personal ambitions, at heart, will realise that there can be no prospect of "everlasting peace and order" in China until the leaders of the factions are united by a compromise, for the success of which they are determined to work in the interests of the nation. "The secret of successful government," said the President a year ago, "is the utilisation of talented men." There is a goodly number of talented and experienced statesmen in China, who have retired from the political arena in disgust, men well would offer an acceptable compromise so far as political principles are involved in the war, and the sooner their sense of public duty impels them to do this, the sooner, we think, we shall be able to look forward to some semblance of the "everlasting peace and order" which the war lords are vainly hoping to secure through the devastations of war.

The rainfall during Tuesday night totalled 3.46 inches.

Mr. W. A. Hannibal, who has just returned from a holiday at home, has resumed the honorary secretaryship of the Hongkong A.D.C.

A P.W.D. coolie, aged 21, had his right ankle fractured by one of the wheels of a motor truck passing over it at Pokfulam on Tuesday.

The forthcoming wedding is announced of Mr. Thomas Edward Jackson, assistant Government Marine Surveyor, to Miss Mary Ellen Hunter, *en route* from England by the s.s. *Mentor*.

Mr. A. Turnbull, engineer of the *Kwongsang*, lying at Jardine's wharf, reports a theft of jewellery, money and clothing valued at $48. It is presumed that someone entered through an open port-hole.

Mr. S. T. Bitting, of 316, The Peak, has reported to the police that sometime on Monday night, a burglar entered through an open window and stole jewellery and a vest-pocket camera, the total value being $220.

On the occasion of his departure on leave for Honolulu and Australia, Mr. J. Gibson, a well-known bowls player, and a member of Kowloon Cricket Club, was the recipient of gifts from several friends at the Club on Tuesday evening.

Marshal Tuan Chi Jui's "Special Envoy" to President Sun Yat Sen has arrived in Canton. His mission we read, is "in connection with the reconstruction of the country, the Northern Expedition, and a probable settlement with Chen Chiung Ming."

Two minor robberies (allegedly armed ones) were reported to the police last night, one occurring at Yaumati and the other in Yam Wan Lane. Five men, it is said, were concerned in the first, in which clothing and money to the value of $120 were taken.

A strike of rice-mill workers in Canton, which had lasted fifty days, has been settled by the mediation of the officials appointed by the Governor. The employers agree to pay an increase of wages amounting to ten cents a day and to reinstate all the strikers.

Suffering from injuries said to have been inflicted by two men supposed to be boarding-house runners, a Chinese man, of no fixed abode, was admitted to the Government Civil Hospital, and died there on Tuesday night. He was assaulted on one of the Java-Japan liners, the assailants escaping.

On the eve of his departure on leave the Hon. Mr. D. Beatty, Secretary for Chinese Affairs at Singapore was the recipient of an address presented on behalf of the members of Chinese Advisory Board and the Po Leung Kuk at the Chinese Protectorate last week, before a full attendance of both Boards.

The rubber sole is acquiring a vogue in China. The first rubber sole factory was established, we believe, in Canton. Now we read of two factories being established in Foochow. They appear to be offshoots of the Canton factory. One of the factories estimated an output of 800 pairs a day, selling at approximately 50 cents local currency. Rubber will be purchased direct "from the East Indies."

Kwangtung small money is that most commonly in circulation in Shanghai. It is therefore, says the *N.-C. Daily News*, important to note from the *Manchuria Daily News* that, as a result of recent reckless minting by the impoverished Canton Government, Manchuria is suffering from an influx of debased Canton silver coins containing only 45 per cent. of silver. Customs authorities are no doubt on the look out for any such shipments coming to Shanghai.

An unemployed Chinese boiler-maker appeared at the Marine Court, yesterday morning, on a charge of being a rogue and vagabond, and with frequenting Kowloon Docks and the No. 9 launch with intent to commit a felony. A Chinese watchman said that early on Monday morning he observed defendant acting in a suspicious manner. He went towards him, but prisoner ran away and boarded No. 9 launch. Prisoner, who said he went to the Dockyard in search of work, and who admitted to a previous conviction for larceny, was sentenced to three months' hard labour.

The marriage took place at St. Mark's Mark's Church, North End, Portsmouth, at the end of August, of Mr. Archibald Henry Elston, second son of Mr. and Mrs. J. F. Elston, of London, and Miss Marjorie Edva Garrod, elder daughter of Mrs. M. Garrod and the late Mr. H. G. Garrod. The bridegroom is a member of the Hongkong Police Force at present home on leave. The late Mr. H. G. Garrod was Traffic Inspector in Hongkong for a number of years. Mr. T. O'Connor, of Hongkong, was best man. The young couple will shortly leave England for Hongkong.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

DESTRUCTION OF A CATHOLIC CHAPEL.

The French Consulate-General in Canton has complained to the Civil Governor of Kwangtung that, upon the retreat of Dr. Sun Yat-sen's mercenaries from Poklo, on September 10th, they looted the city, involving the destruction of the Catholic Chapel there, and the taking of 13 native members of the Mission for ransom. The French Consulate-General is asking Dr. Sun through the good offices of the Governor in Canton, to effect the release of the Chinese Catholics.

RETREATING FROM SHEKLUNG.

The greater part of Dr. Sun's retreating mercenary army from the East River districts has reached Shinchuen, a village near Canton City along the Canton-Kowloon Railroad, Chinese Section, evacuating Sheklung and Shektan. Many of the wounded died before they could reach Canton from Shinchuen. In Canton during the last few days many died along the roads leading to army hospitals, and were to be seen lying on public streets.

PASSIVE RESISTANCE BY TAXPAYERS.

Since August 22nd last, the Kwangtung Provincial Government in Canton over which Mr. Hu Han-min had been asked to preside, has been boycotted by the districts altogether by the refusal of the inhabitants to further contribute their regular taxes to Canton.

THE EXPEDITIONARY FORCE AND ITS PAY.

The 2,300 men of the mixed brigade following Dr. Sun Yat-sen on his "Northern Expedition" in their matsheds at Shiukwan are much dissatisfied over their pay. At first Dr. Sun was to allow nine cents daily for each of his mercenaries at Shiukwan, but since their arrival there, on September 13th, less than six cents per day has been allocated, and even this small sum has been left in arrears sometimes as long as five days.

DISPOSAL OF THE SEIZED ARMS.

During the last few weeks, Dr. Sun has sold the arms he recently seized from the Merchants Volunteers through General Hsu Chung-chi, who disposed of more than 2,000 pieces, including rifles, Mausers pistols, and revolvers. General Fang Chung-hsiao made off with about 1,000; General Wu Te-chen, General Liu Chen-huan, and others, disposed of 1,900 or more each. According to those near Dr. Sun, he got but $100 for each piece sold, while the agents handling the sales realized from $65 to $130 a piece for the part of the stock sold. In more than one case, the Generals selling arms are really the buyers, but they had to act as "agents" for the disposal of the arms and turn in some money to shut the mouths of those desiring a division of the seizure among the commanding generals. According to vernacular Press reports, Dr. Sun has divided the arms among his followers; but according to those who now possess the arms and ammunitions, they have paid for their goods.

DR. SUN'S OVERTURES FOR TWO MILLION DOLLARS.

The Canton merchants connected with the principal trade guilds, at an informal meeting on the evening of September 30th, definitely decided to reject the overtures of Dr. Sun Yat-sen's Kuomintang followers to peacefully evacuate Canton upon a payment of $2,000,000 in the form of accepting military bonds. The Cantonese have practically removed all portable articles of value from the city.

Mr. Li Long Yu, the new Chief of Police of Canton, is intimating to the merchants and residents of Canton that, upon the departure of Dr. Sun Yat-sen and his party, it will be most likely that the lands recently confiscated by the Kuomintang Government will be restored to their former owners, and that a payment of $2,000,000 to hasten their surrender of the Government to the Cantonese is not altogether unwise. Mr. Kong Hung-yen, Mr. Tam Lai-ting, and other merchants friendly to Dr. Sun have already subscribed towards the $2,000,000 but it is understood that they will pay their subscriptions only upon others doing so.

It is said that not a small number of Cantonese merchants will be glad to contribute towards Dr. Sun's travelling expenses, if they can be sure that he will never return.

TYPHOON WARNING.

The Manila Observatory at 11 a.m. yesterday sent out the following warning:—

Typhoon in about 142deg. Long. E. 13deg. Lat. N., moving, N.N.W.

Cyclone or typhoon E. of Luzon more than 300 miles distant, direction unknown.

The National Flood Relief Drive, being conducted under the joint auspices of the China International Famine Relief Commission and the Chinese National Red Cross, is sending a representative, Mr. Leefong of the Foreign Office, to Siam and the South Sea Islands to collect funds for the drive. Mr. Lee has been granted six months leave of absence for this work by Dr. Wellington Koo and will leave on his trip within the next few days. He is already in touch with representative men of these Chinese communities, having met all the South Sea Island delegates to the recent National Industrial Conference held in Peking at a dinner given by Dr. W. W. Yen and Admiral Tsai Ting Kan, president and vice-president of the Chinese National Red Cross for this purpose.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH NAVAL TOUR.

WORLD CRUISE ENDS.

LONDON, October 1st.

The Australian warship *Adelaide* which accompanied the British special service squadron home has been docked at Portsmouth. The officers and men on a two days visit to London to-day were received at the Admiralty by Lord Chelmsford, Mr. Thomas and members of the Board of Admiralty.

Lord Chelmsford in warm terms of welcome, mentioned the new arrangement whereby Britain and Australia will annually exchange a cruiser.

THE GERMAN LOAN.

BRITISH AND AMERICAN QUOTAS.

LONDON, October 1st.

Preliminaries for the German loan undertaken conunction with the Bank of England and leading American bankers are so advanced that the loan will probably be floated simultaneously throughout the world in a few weeks.

The American share is fixed at $100,000,000. The remainder will be issued to European countries in sterling. The apportionment to various countries has not yet been decided. The British quota will probably be in the region of £10 £15,000,000.

ATTACK ON MECCA.

TRIBESMEN ON LOOSE REIN.

CAIRO, October 1st.

A meeting of Egyptian Press representatives decided to telegraph to Shusand, the Sultan of Nejd, whose Wahabi tribesmen are only a few miles from Mecca begging him to show humanity to the civilian population of the Hedjaz.

A traveller from Mecca confirms the critical position of the city. Anarchy reigns and the pilgrims are fleeing. Hussein has mobilised the police in connection with the transfer of the Government to Jeddah. The population are defenceless against increasing robbery and violence.

EARLIER CABLES.

THE MOSUL TROUBLE.

A LINE ESTABLISHED.

LONDON, September 30th.

Reuter is informed that the situation in Iraq appears to be that Turkish troops are still within the boundary of Mosul vilayet. They have burned villages, but no offensive has been taken by British aeroplanes since September 24th. except where the aeroplanes have first been fired on. In the meantime, both sides have established a line whereon it is unlikely they will clash. It is believed that Lord Thomson is at Mosul.

BRITAIN'S PLEDGE.

GENEVA, September 30th.

At a Council meeting at which a Mosul committee was appointed, Lord Parmour said that fresh information showed that the frontier situation was precarious. He emphasised that there must be no disturbance, and gave a solemn undertaking on behalf of the British Government on the matter. Fethi Bey gave a similar assurance. It was announced that both parties would share the cost of investigation by the special committee.

GERMANY AND MONARCHIC AIMS.

TROUBLE OVER A NATIONALIST LEADER.

BERLIN, September 30th.

The police authorities have vetoed the release of Herr Hitler, alleging that while in confinement he has actively participated in the reorganisation of illegal societies into one big organisation, called the "Frontbann," aiming at the overthrow of the constitution and restoration of the Monarchy.

The Nationalists are excited at the non-release of their champion, and the Bavarian police have been ordered to be ready for all emergencies.

BRITAIN AND SOVIET.

NOT RUDE YET.

LONDON, September 30th.

In the House of Commons Mr. Ramsay MacDonald quoted Mr. Hodgson as his authority for a denial that the Soviet had shown him or any members of the diplomatic staff, any hostility.

HORSES FOR THE SOVIET.

CANADIAN PURCHASES.

LETHBRIDGE, September 30th.

A thousand horses from ranches in Alberta have been purchased by the Soviet Government and will be shipped immediately to Ukraine for the Red Army.

BRITAIN AND IRELAND.

HOUSE OF COMMONS REASSEMBLES.

OTHER QUESTIONS.

LONDON, September 30th.

The House of Commons was crowded and animated when it reassembled to discuss the Irish Treaty Amending Bill. Mr. Ramsay MacDonald was ministerially ovated on entering.

Though this was nominally the only business of the special session there was the usual batch of questions. Mr. J. H. Thomas, replying as regards the position in Iraq, emphasised amid Ministerial cheers that here was no question of a state of war between Britain and Turkey. After detailing the position he said that the British Government had not yet received a reply to its protests to the Turkish Government against the invasion. He added that the local authorities had reported that the military situation was well in hand.

CHARGE AGAINST AN EDITOR.

A storm arose as a result of questions as regards the dropping of the prosecution against Mr. Campbell, the Editor of the *Workers Weekly*, for alleged incitement of the fighting forces to disobey orders. Sir P. Hastings said that as a result of careful investigation he had concluded that it was impossible to hold Campbell criminaly responsible for the publication. Sir P. Hastings emphatically denied that his decision was influenced by outside representations.

Mr. Ramsay MacDonald intervened in subsequent heated exchanges between Conservatives and Labourites and declared that he was not willing to allow the explanation of the real circumstances for dropping the prosecution to be delayed till the Autumn. Eventually it was arranged by all parties to debate the question next week when the Lords are dealing with the Irish Bill. Mr. Stanley Baldwin ninted that the Opposition might move a vote of censure on the Government.

THE IRISH BILL.

Mr. Ramsay MacDonald, in moving the second readidg of the Irish Bill, declared that if the Bill had not been introduced it would have been equivalent to the Treaty lapsing. The Government had exhausted every effort to secure an agreement agreeable to both Irish parties and had not moved until it was convinced that nothing else was possible.

A "BILL OF HONOUR."

Mr. Ramsay MacDonald appealed to all parties to help pass the Bill as a "Bill of Honour" and made an appeal to Ulster to be magnanimously loyal to its compact, upon the carrying out of which Irish peace depended.

Mr. Baldwin and Mr. Asquith announced they would not oppose the second reading, the former stating that amendments would be moved in Committee. It was a tragedy that the boundary question had been raised at a time when the whole of Ireland was considerably pacified.

Moving the rejection of the Bill, Mr. Reid took the orthodox Ulster line—that no change of boundary should be made without the consent of the Government concerned.

Mr. MacPherson, who was Liberal Chief Secretary of Ireland when the 1920 Act was under discussion, supported the rejection. He declared that a pledge was given to Ulster that she should be left her six counties.

DEBATE ADJOURNED.

The debate proceeded very quietly and was adjourned.

HOME LIBERAL PEERS.

EARL BEAUCHAMP APPOINTED LEADER.

LONDON, September 30th.

Earl Beauchamp has been elected leader of the Liberal peers in succession to Lord Grey, who has resigned.

ADMIRALTY PROMOTION.

LONDON, September 30th.

Sir Frederick Field has been promoted Vice-Admiral on the retirement of Admiral H. L. Mawbey.

[Admiral Mawbey lately commanded the Indian Station.]

MURDER OF MRS. EVANS.

LONDON, September 30th.

In the House of Commons, in the course of explaining the situation as regards the murder of Mrs. Evans in Mexico, Mr. Ramsay MacDonald said that the two men who had voluntarily confessed had been committed for trial. Therefore the Mexican Government had offered no amend and none had been demanded.

THE LEAGUE.

JAPANESE OPPOSITION OVERCOME.

GENEVA, September 30th.

The British, French and Italian jurists have agreed to the wording of the Article of the Protocol on which Mr. Adatchi had raised a difficulty. The terms of the wording are not yet known.

The difficulty raised by the Japanese by an amendment of the Article of the disarmament Protocol relating to the action of the Council in dealing with disputes involving the domestic affairs of a nation, and which threatend to wreck the Protocol, was overcome to-day, when the Committee of Jurists re-drafted the disputed article and the Japanese withdrew their amendment. The Japanese objection was overcome by reinforcing Article XI of the Covenant; namely, that the Council is empowered to intervene with a view to the pacific settlement of disputes.

After the Japanese difficulty had been overcome, the disarmament Sub-Committee met to complete the Protocol. Prior to this the Dominions delegation were consulted. Reuter understands that they were satisfied with the wording of the proposed formula as eliminating any apprehensions they may have entertained, while satisfying the Japanese.

ARTICLES EXPLAINED.

The end of the deadlock, when the Plenary Committe unanimously adopted the amendments to article V. previously, was greeted with loud and prolonged cheers.

Article V. previously provided that a Court of International Justice should decide whether a dispute was solely within the disputant's domestic jurisdiction and the addition now made stipulates that an affirmative decision by the Hague Court will not prevent consideration of the situation by the Council or Assembly under Article 11 of the Covenant.

Article VI. defines the aggressor, *inter alia*, as a State resorting to war in violation of the undertakings contained in the Covenant of the Protocol or resorting to war knowing that the dispute between it and another belligerent State arises out of a matter which, by International Law, is solely within the domestic jurisdiction of the latter State. The Amendment says that nevertheless such a State shall only be considered an aggressor if it has not previously submitted the question to the Council of the Assembly under Article 11 of the covenant. Another Clause of the same Article defines the agressor also as a State violating the armistice order by the Council, and also empowers the Council to call upon the signatories to apply the prescribed sanctions. The addition thereto now made, provides that any signatory thus called upon shall be entitled to exercise the rights of a belligerent.

CORDIAL CONCILIATION.

The solution of the Japanese difficulty, which has caused widespread relief and satisfaction, was reached after a meeting of British, French, Italian and Japanese jurists, after which the British Dominion delegates conferred and declared themselves satisfied with the new text. A very cordial spirit of conciliation prevailed throughout the discussions. Mr. Adatchi was deeply touched by the committee's sympathetic efforts to give him satisfaction, and declared that if all the committee men were ready to accept the articles he was ready to do the same.

It is ascertained that throughout the discussions between the Dominions and Empire delegations the question of immigration never once arose.

AUSTRALIA AND THE EAST.

NOT WORTH PUSHING TRADE.

MELBOURNE, September 30th.

The Commonwealth Board of Trade state that there is nothing to justify their recommending to the Federal Government that it should subsidise ships to develop Australian trade in the East, where apparently an anti-Australian sentiment exists. According to the Board of Trade, the higher Australian manufacturing costs preclude competition with overseas countries.

FRENCH TAX ON GERMAN GOODS.

AN EXPLANATION.

PARIS, September 30th.

The French reply to the German Note on the French taxes, points out that the twenty-six per cent. tax is the same that is levied by Britain, and is mentioned in the Dawes plan, declaring that no additional burden is laid on the German Government, and France does not intend to depart from the Dawes plan.

EARLIER CABLES.

[REUTER'S AMERICAN SERVICE.]

U.S. WORLD FLIGHT.

A GRANITE MEMORIAL.

SEATTLE, September 30th.

The world-fliers feat is being commemorated with a monument of polished granite fifteen feet high.

S. PACIFIC RAILWAY.

ADDING TO THE RAILROAD.

WASHINGTON, September 30th.

The Inter-state Commission has authorised the Southern Pacific Railway Company to acquire and control roads comprising the El Paso and South Western system by stock purchase and lease, subject to certain conditions.

THE CIVIL WAR IN CHINA.

[THROUGH REUTER'S AGENCY.]

KIANGSU BOMBARDMENT.

SHANGHAI, October 1st.

Fighting on the Hwangtu-Liuho front subsided yesterday, though the Kiangsu artillery kept up a heavy bombardment along the whole line, specially at Hwangtu, but this was most ineffective according to a Chekiang communique, which states that the positions are little changed.

It is reported that there was a little fighting outside Fengching, near Sungkiang, yesterday.

FENGTIEN TROOPS ATTACK.

TOKYO, October 1st.

A message from Mukden says that a general engagement has developed on the front this morning. Fengtien troops under General Li Ching Lin and General Chang Tsung Chan have assumed the offensive, according to a report from headquarters.

CAPTURE OF KIENCHENG.

It is reported from Mukden that Kienchang has been occupied by a Fengtien army and several guns were captured.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

ZANNI'S FLIGHT.

LEAVES FOR SHANGHAI.

FOOCHOW, October 1st.

Major Zanni has left here for Shanghai.

ARRIVAL AT SHANGHAI.

SHANGHAI, October 1st.

Major Zanni has arrived.

DUTCH FLIGHT TO BATAVIA.

START FROM AMSTERDAM.

AMSTERDAM, October 1st.

The Dutch airmen, flying to Batavia, started at 8.45 this morning.

N.Y.K. DISPUTE.

SETTLEMENT IN SIGHT.

TOKYO, September 30th.

Both parties to the Nippon Yusen Kaisha dispute have now endorsed the proposals for a withdrawal of the staff resignations.

CONCRETE HOUSES.

SCOPE FOR UNSKILLED LABOUR.

The following letter is taken from *The Times*:—

SIR,—The recent excitement in the House of Commons due to Mr. Wheather's statement as to the possibility of solving the housing shortage by building with iron sheets on timber framework, together with letters by ex-Ministers of Health and other notable persons in your columns, whilst whetting public appetite for sensational disclosures, goes no farther than emphasizing the difficulties of the situation.

After careful study of the matter for the past five years, during which period I have had practical experience of most forms of special construction, I have come to the conclusion that the problem can only be solved on lines which entirely eliminate the bricklayer and plasterer, and at the same time give a structure that may reasonably be expected to last 60 years, with walls that are vermin proof.

The iron sheet and timber frame type of house does not fulfil the latter very necessary requirement, and for that reason alone it will be unsuitable for erection in large numbers in crowded areas. The only other practical method (excluding brick-built houses) is by concrete methods of construction.

Since 1920 hundreds of methods of concrete construction have been patented and tried out, but very few have emerged successfully from the test of practical application. Concrete methods divide themselves into three distinct groups, namely:—

1.—The concrete block method of construction (which requires the assistance of bricklayers and plasterers to a limited extent, and therefore does not meet the requirements mentioned).

2.—The concrete post and panel method.

3.—The poured concrete method (involving the use of shuttering).

The two latter methods can be constructed in such a manner as to eliminate the bricklayer and plasterer, and are, therefore, the lines along which success must be looked for. They also have the advantage of reducing the use of the skilled labourer in all trades to the greatest extent, thereby making it possible to employ large bodies of unskilled labourers, thus helping to relieve unemployment.—I am, Sir,

DOUGLAS WOOD, F.R.I.B.A., F.S.I.,
Late Housing Commissioner to the Ministry of Health.

35, Craven-street, Strand, W.C.2,
August 20th.

LIFE IN OLD CALCUTTA.

A writer in the Calcutta *Englishman* has been enlightening the public as to what life in Calcutta was like for the European a hundred years ago. Following are extracts from a recent article:—

Emma Roberts gives the following account of the English quarter:

"The houses are almost entirely detached from each other, or connected only by long ranges of terraces, surmounted, like the flat roofs of the houses with balustrades. The greater number of these mansions have pillared verandahs extending the whole way up, sometimes to the height of three stories, besides a large portico in front: and these clusters of columns, long colonnades, and lofty gateways, have a very imposing effect, especially when interspersed with forest trees and flowering shrubs. The material of the houses is what is known as pucka, brick coated with cement, resembling stone, and even those residences intended for families of very moderate income cover a large extent of ground and afford architectural displays which will be vainly sought amid habitations belonging to the same class in England."

At the same time, "a mud hut, or rows of native hovels, constructed of mats, thatch and bamboos, not superior to the rudest wigwam, often rest against the outer walls of palaces," and avenues open from the principal streets, "intersected in all directions by native bazars, filled with unsightly articles of every description." Moreover, observes Miss Roberts, "few of the houses except those exclusively occupied by Europeans, are kept in good repair."

SHIP CABIN FURNITURE SUFFICIENT.

As for the interior of these palaces, "little is wanted besides the furniture which has been used for the cabin on board ship and that little can be immediately supplied from the bazars." It was the custom in those days for passengers to furnish their cabins. Mr. Peter Cherry, a well known Madras Civilian of his time, and paymaster to the forces at the storming of Seringapatam in 1799, wrote in this fashion to his three daughters in 1821, on hearing of their intention to embark for Fort Saint George on the *General Harris*, Indiaman:—

"Your cabin furniture, if it has no other recommendation, is English and will always have a value increasing in proportion to your length of absence from England. I have now most of my cabin furniture which I bought out in 1811."

The chairs and tables were usually of fine wood, handsomely carved, and the sofas were as a rule covered with satin damask; but says Emma Roberts, "comfort and convenience being more studied than appearance, there are few of those elegant little trifles in the way of furniture by which an upholsterer in London contrives to make a fortune." Moorahs or hassocks were used in the houses and "the want of one is always felt most severely by every old inhabitant of India." "One peculiarity strikes a stranger immediately as he enters a house in India inhabited by Europeans: all the sofas, chairs, and tables are placed at a distance of a foot at least from the wall: a very necessary precaution in a country abounding with insects and reptiles of all kinds." Again "every side of the apartment is pierced with doors," and the whole of the surrounding ante-chambers appear to be "peopled with ghosts," meaning thereby the servants clad in flowing white garments whose numbers seem endless."

The floors were covered with matting, but never boarded. Nor were ceilings in use, the upper timbers being open to view and to these the large frame punkahs were ordinarily slung. The walls were invariably plastered with lime, laid very smooth and finished off with a trowel, so that the white did not rub off on to the clothes. Sometimes the rooms were washed with colour to take off the glare. Captain Elers found hardly any glass windows in Madras at the end of the eighteenth century and says that "venetian blinds and doors were substituted to get the benefit of the current of air." But Sir Charles D'Oyly writing some twenty years later, states that "the windows are now all glazed with glass got from Europe": and "such as face the sun are further provided with strong outside venetians, which serve as shutters."

MOSQUITOES A PERFECT PEST.

Mosquitoes abounded, and were a perfect pest. "Nobody can guess what these animals are till they have lived among them," wrote Emily Eden in March 1836, a few days after her brother, Lord Auckland, had been sworn in as Governor-General. "Many people have been laid up for many weeks by their bites on their first arrival." A week later there is another entry in her diary: "Sir Charles Metcalfe, who has been here for thirty years, says they bite him now, as much as they did the first day, and many people seem to be confined for months after they first arrive, from the inflammation of the bites." Sir Charles D'Oyly says:—

"The mosquitoes may be heard towards sunset swarming into the homes of Europeans, in full chorus, humming as loud as a stocking weaver's loom. The natives rarely cook their victuals before that time, when the smoke drives away the mosquitoes: then getting on the wing, they throng towards the quarter occupied by Europeans principally."

At all times therefore the beds were furnished with curtains made of "kabbadool," "which is a kind of gauze manufactured from the refuse of raw silk, commonly dyed of a light green." Sometimes a very small frame punkah would be suspended within the bed curtains and would be moved by means of a cord passing through them into another room. Sir Charles D'Oyly "derived such pleasure and benefit" from this construction that he wonders "the plan did not become general."

(Continued on next Column.)

MOSQUITO BITES.

PROTECTION AGAINST THE WINGED PESTS.

Prompt first-aid must be applied to bites and stings, if the treatment is to be really satisfactory. When midges, gnats, and mosquitoes are about, a remedy should always be at hand. An excellent plan is to get a very small bottle (with a wide mouth), soak a small piece of sponge in dilute ammonia and quickly transfer it to the bottle, closing the stopper, which much be a ground-glass one. When stung or bitten, take the sponge out and squeeze a few drops of ammonia on to the spot. The ammonia will at once neutralise any acid the creature has injected into the part. Carbonate of soda is another useful remedy. Made into a solution, it can be used in a similar way. If the part gets inflamed it must be frequently bathed with hot boracic lotion.

Starch in fine powder is helpful to allay irritation, especially when a large surface has been bitten by gnats. It an be dusted on with a piece of cotton-wool. Besides soothing the part it will prevent a fresh attack, as all winged pests make for the neighbourhood of former stings and bites but they do not like starch.

Some bites and stings persist in being troublesome for days afterwards, especially if they have not been treated at the time, and a little simple cooling medicine will usually be very effective. Cold cream is helpful in cooling the inflamed part, and a little starch can be added to it in proportion of about a teaspoonful to an ounce of the cream.

ULSTER BOUNDARY.

FREE STATE MINISTER STATES THEIR CASE.

Mr. E. J. Duggan, Parliamentary Secretary to the Irish Free State Executive Council and a signatory to the 1921 treaty which established the Free State, in a statement on the Ulster boundary question, said:—

The Irish plenipotenaries who negotiated the treaty claimed all Ireland as the proper unit of government.

The representatives of Northern Ireland refused to enter upon discussions unless a proposal for the unification of Ireland, involving the continuance of local self-government in the North-East, was previously withdrawn.

The Irish negotiators pointed out the injustice to a large number of people if the whole of Northern Ireland as then constituted were allowed to secede.

The result was the inclusion in the treaty of the provisions for a commission to determine the boundary "in accordance with the wishes of the inhabitants so far as may be compatible with economic and geographical conditions."

We claim that the desires of the inhabitants of such areas should be ascertained and that a line should then be drawn by the commission in such a way as to give effect to those desires.

The swinging punkah in Calcutta is almost as extinct as the dodo. Sir Charles D'Oyly describes it as "a light frame, of such length, as may suit the room, perhaps fifteen feet long, and four in depth, covered with chintz or coloured linen: being set in motion it agitates the air greatly and affords extreme refreshment to such as are seated under its line of action."

PUNKAHS AND HEADACHES.

"Persons unaccustomed to the punkah sometimes are attacked with headaches, which however, in general gradually become less troublesome, after being habituated to the use of this very agreeable and highly useful machine. Care must be taken to examine the rope by which the punkah is suspended, from time to time, as many have fallen in consequence of their action cutting through the ropes. Though I have witnessed several accidents of the kind, I do not recollect ever seeing any person hurt: the danger has generally been limited to a few dishes, glasses, etc., being broken, or a table defaced."

When was this "very agreeable and highly useful machine" introduced into Calcutta? According to Bholanath Chunder ("Travels of a Hindoo") the inventor was a Director of the Dutch Settlement at Chinsurah, who flourished at the close of the eighteenth century. Hastings and Francis, it is certain, were denied the doubtful solace which it affords, and were content with "flappers" waved by boys, whose exertions might with a little effort, be imagined to "produce a tolerably comfortable artificial atmosphere." Dr. Busteed dates the swinging punkah from an early year in the nineteenth century; but it may be noted that Grandpre, whose "Voyage to the Indian Ocean and to Bengal," was published in 1803, found it in use in Calcutta in 1789. Seven years earlier, however, it was unknown to Sophia Goldborne, the young lady who retailed her experiences in "Hartly House," and whose description of these "flappers" has just been quoted.

PROTECTION FOR OIL LAMPS.

As a result of the punkah, candlesticks and oil lamps were protected by glass guards, or shades. The earliest form was a tall glass cylinder, which stood on the table, the wax candle or candlestick being placed inside. In later days an inverted dome was employed which fitted into the candlesticks by means of an annular socket. Wall shades or sconces were also common. These were brackets attached to the wall, bearing a candle or cocoanut oil lamp: and a man was sometimes called upon, as a challenge or by way of forfeit, to empty one of these filled with claret. Some held two, and others three lights. "The loftiness of the apartments renders a strong illumination necessary, and as cocoanut oil is very cheap, all the houses have the advantage of being well lighted."

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WOMEN'S FASHIONS PRAISED.

HOW IT ALL BEGAN.

The best-dressed women are surely going back to the styles of the thirteenth century.

This arresting declaration in an age when many people on religious, moral and artistic grounds are often heard to condemn the modern "flapper's" clothes, was made by Mr. Hughes Jones, an authority on history.

Mr. Jones is inclined to applaud the fashions of to-day. In the thirteenth century, he reminds us, grace of form and simplicity of style were conspicuous.

He was expounding a new way of teaching history to the delegates at the City of London Vacation Course in Education.

"It is a novel and attractive system by which the teacher will endeavour to give to the children a sense of the living past, and it was in explaining this theory that Mr. Jones produced drawings of wonderfully-dressed women representing different centuries. He urged that children should be taught how and why these fashions fitted into certain centuries.

"For instance, look at this monstrosity," he said, holding up a drawing of a woman in elaborate crinoline skirts.

"Would you place that in the thirteenth century? No, for in that century there was not much money and material was expensive."

The skirt, he said, at once indicates the spacious days of Queen Elizabeth. People were getting rich and extravagant in the sixteenth century, and Queen Elizabeth was probably the most vain woman who ever lived. She had 800 dresses.

"Here is a woman in rich dress, diamond headgear, and wearing ermine furs. It is a little "nouveau riche," isn't it? said Mr. Jones.

"That places it in the fifteenth century, when the middle classes were beginning to get rich—profiteering. They were beginning to "swank," and the women were spending on dress all the money their husbands earned."

Another design not quite so extravagant followed.

"But," said Mr. Jones, "it shows that the woman is a little bit ahead of the woman of the world. This low-neck touch takes us to the fourteenth century."

"It was not too good an age, you know," he added.

"England is going back with sure instinct to the effort and achievement of the gem of the centuries—the thirteenth," declared the lecturer.

"We need not worry too much about Magna Charta because our liberties are safe, but we should worry about the dresses of the thirteenth century because our taste is not safe. All the best-dressed ladies of the twentieth century approximate more to the style of the thirteenth century than to those of any other women in English history."

Mr. Jones said when they looked around the inevitable suggestion to the history student was that we were on the eve of coming under the influence of another big thing.

"It seems to me," he said, "that that big thing will be the League of Nations. Just as we have been great exponents of other influences so it seems to me we shall lead the world in this the latest of external influences controlling England."

BIG JEWEL LOSSES.

HEAVY CLAIMS AGAINST THE INSURANCE COMPANIES.

Jewel losses during the summer season amongst all classes of people in London have been abnormal. According to some insurance assessors this has led to claims on Lloyds underwriters of hundreds of thousand of pounds.

The loss by Lady Hillingdon of a pearl necklace worth £3,000 in the West-end is only one example of hundreds of cases that occur in a week.

The big social functions have been characterised by many losses of jewels and handbags containing money, and by thefts of wallets oftentimes containing precious stones.

At Cowes Regatta there have been a number of claims for lost property of a valuable kind which had been insured.

At Wembley, too, there have been heavy losses by visitors from all over the world.

The *Evening Standard* learns that the losses reported in the course of a day represent a value in insurance of about £1,000. This has usually to be met by Lloyds underwriters, but it is interesting to record that the recoveries of jewels and other valuable property brought about by the immediate issue of a reward has also been remarkably high.

HOLIDAY AT 5s. A DAY.

ENGLISH FAMILIES ON THE FRENCH COAST.

English people in large numbers are taking advantage of the favourable rate of exchange to spend their holidays in France this summer, says a London paper. But instead of Deauville and Trouville they are going to the comparatively little-known beauty spots on the coast of Normandy.

In the Manche district, of which Cherbourg is the travellers' clearing-house, whole families of English people are installed in the tiny fishing villages, where they enjoy quiet holidays at less than half the cost which would be incurred at an English seaside resort, the *en pension* charges working out at about 5s. a day.

Many of these visitors do not speak French, but with the aid of signs and little books of French phrases they contrive to express most of their ordinary needs.

Most of the visitors fall into the Continental way of living with ease.

The best days of the Empire are yet to be.—*Sir Joseph Cook.*

Are we to be compelled by the tax collector to provide money for a loan to the Bolshevists so that the Government's defaulting friends may have full purses? —*Colonel Wilfrid Ashley, M.P.*

WEATHER REPORT

October 1st at 17.55.—Warning to Hongkong, Coast Ports, &c: Depression or typhoon in Lat. 15 deg. N. Long. 129 deg. E., direction unknown, position uncertain.

October 1st at 17.55—Pressure has increased slightly over central and N.E. Japan. It has decreased slightly over the Visayas and is nearly stationary at the majority of other reporting stations.

The movements of the typhoon to the east of Manila are still uncertain.

No news of Guam typhoon.

Hongkong rainfall for the 24 hours ending at 18 hours, Oct. 1st, 0.36 inch. Total since January 1st, 91.36 inches, against an average of 76.03 inches.

The forcast for the 24 hours ending at 18 hours, Oct. 2nd is as follows:—

DISTRICT	FORECAST
Formosa Channel	...N.E. winds, fresh.
Hongkong to Gap Rock	E. winds, moderate; fair.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 1st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.73	29.80	29.79
Temperature ...	88	77	82
Humidity ...	64	92	75
Wind Direction...	W	ESE	E
" Force ...	2	3	4
Weather	c	or	c
Rain " ...	0.00	0.00	0.46

Highest open-air Temperature on 30th ... 88
Lowest open-air Temperature on 1st ... 76

HONGKONG TIDE TABLE.

From Oct. 2nd to 8th, 1924.

Days of Week.	Days of Month.	High Water. H'kong, Standard Time.	Height.	Low Water. H'kong, Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft.
Thur.	2	m 11 45	6 5	m 5 21	2 0
		11 28 a	7 3	5 18 a	3 4
Fri.	3	0 44 a	5 8	m 6 20	2 1
				5 51 a	3 8
Satur.	4	m 0 14	7 3	m 7 26	2 3
		1 53 a	5 3	6 27 a	4 3
Sun.	5	m 1 7	7 2	m 8 41	2 4
		3 33 a	4 9	7 9 a	4 6
Mon.	6	m 2 8	7 0	m 10 6	2 5
		5 36 a	5 0	8 31 a	4 8
Tues.	7	m 3 22	6 9	m 11 28	2 3
		6 56 a	5 2	10 36 a	4 8
Wed.	8	m 5 4	6 8	0 36 a	2 2
		7 32 a	5 5		

TRAGEDY IN LONDON FLAT.

A sensation has been caused as a result of the finding of the dead bodies in an expensive flat in Battersea of a pretty housemaid, named Mercer, aged 22, and a well-known ex-City man, named Albert Joshua, aged 54, lately managing director of Waring and Gillows. The police state the house-maid shot Joshua and then committed suicide. It is alleged that Joshua, who left a shooting party in Scotland the day before the tragedy, did not return to his West End mansion. The police theory is that he had promised to divorce his wife and marry Mercer, but that the latter ultimately found that he did not intend to do so. The tragedy was discovered when Miss Mercer's employers returned from a holiday. Mrs. Joshua is well connected, and the late Sir Edward Cassel left her an income of £5,000 a year. When Joshua's daughter married a Colonel last year, the wedding was one of the Society functions of the season, those attending including Lady Louis Mountbatten, Lady Helen Cassel, Lady Mond, Lady Du Maurier, the Countess of Brecknock, Viscountess Erleigh and the Earl of Malmesbury.

"MY OLD DUTCH."

RECTOR THINKS IT THE BEST MARRIAGE HYMN.

At a wedding service recently the Rev. S. W. Vardon, rector of Ellesborough, near Wendover, Buckinghamshire, said that the finest marriage hymn ever written was the late Mr. Albert Chevalier's song, "My Old Dutch." All who did not know it should buy a copy, and every married couple should sing it at least once a year.

If the English people imbibed the spirit of that song, he said, the Divorce Coutr would be closed to-morrow.

One stanza of "My Old Dutch" runs:

She's stuck to me through thick an' thin,
When luck was out, when luck was in;
Ah! wot a wife to me she's bin,
An' wot a pal!

A HINT THAT WORKED.

Bishop K—— is a very large man. On one of his pastoral railway journeys he was told by the porter when he boarded the train about 9 p.m. that there were no more berths left.

"That is too bad," said the bishop. "I have a hard day ahead of me to-morrow, and am worn out. What time does the last man get on?"

"Between two and three, suh."

"Well, can't you give me his reservation? He may never get on, but if he does you must wake me, and I will make it right with him."

The sun was shining when the bishop was called. "Your man did not get on, after all," he said to the porter.

"Yes, sir; he did," was the reply.

"What did you do then?" the bishop asked.

"Why, boss, I just showed him your shoes and I sez: 'De man what wears dem shoes is sleepin' in your berth. If you wants to wake him you kin, I ain't agwine to.' He is a-settin' in de day coach."—*Harper's Magazine.*

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All Claims must be sent in to me on or before the 8th October, 1924, or they will not be recognised.

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No Fire Insurance has been effected.

R. RODENFUSER,
Agent.

Hongkong, 28th September, 1924. [1304

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "SOUTHWESTERN MILLER" having arrived from the above Port on 29th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 6th October, 1924, at 10 A.M.

All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th October, 1924, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
FURNESS (FAR EAST), LTD.,
2nd. Floor, King's Building,
Connaught Road, Hongkong.
Telephone No. 3165.

Hongkong, 29th September, 1924. [1308

OVER HALF A CENTURY REPUTATION
Dr. LE CLERC'S PILLS FOR THE LIVER & KIDNEYS
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INTIMATIONS

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FROM LIETH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENLEDI."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th October, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 15th October, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th October, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 30th September, 1924. [1312

NOTICE TO CONSIGNEES.

AMERICAN AND ORIENTAL LINE.

FROM NEW YORK.

THE Motor Vessel "INVERBANK" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 6th October, 1924, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 13th October, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 6th October, 1924, at 10.00 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.

Hongkong, 30th September, 1924. [1315

To the Publisher

"HONGKONG WEEKLY PRESS"

1A, CHATER ROAD, HONGKONG.

Please send me the "HONGKONG WEEKLY PRESS."

from.....1924, to.....

addressed as follows:

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FOR
1924

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AN "EXTREMELY USEFUL" BOOK.

Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

The Managing-Director,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

"PARIS MARU" (Calls at Sudan) ...	Sunday,	5th Oct.
"LONDON MARU"	Tuesday,	4th Nov.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

"MEXICO MARU"	Wednesday,	22nd Oct.
"CHICAGO MARU" ...	Monday,	24th Nov.

BOMBAY via Singapore and Colombo.

"SHUNKO MARU" (Calls at Penang) ...	Sunday,	5th Oct.
"AMUR MARU" ...	Monday,	20th Oct.

BANGKOK via SAIGON.

"BUSHO MARU" ...	Saturday,	1st Nov

CALCUTTA via Singapore, Penang & Rangoon.

"HAGUE MARU"	Sunday,	26th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ALABAMA MARU" ...	Wednesday,	22nd Oct.

NEW YORK via Japan Ports, San Francisco and Panama.

"ALASKA MARU" (From Kobe) ...	Wednesday,	15th Oct.

JAPAN PORTS.

"ANDES MARU" ...	Tuesday,	7th Oct.
"CLEBES MARU" ...	Tuesday,	14th Oct.
"INDO MARU" ...	Tuesday,	21st Oct
"ALABAMA MARU" ...	Wednesday,	22nd Oct.

KEELUNG via SWATOW & AMOY.

"KAIJO MARU" ...	Sunday,	5th Oct., 11 a.m.
"AMAKUSA MARU"	Sunday,	12th Oct., 11 a.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU ...	Thursday,	9th Oct., 10 a.m.

TAKAO & KEELUNG

BUSHO MARU" ...	Thursday,	16th Oct.

For further particulars please apply to—

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S.S. "C. LOPEZ Y LOPEZ" ...	...	30th Oct.
S.S. "ISLA DE PANAY" ...	...	21st. Dec.

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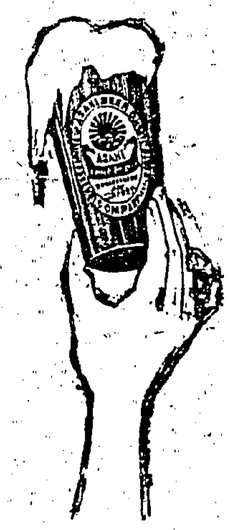
S.S. "C. LOPEZ Y LOPEZ" ...	...	12th Oct.
S.S. "ISLA DE PANAY" ...	...	3rd Dec.

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A DRAMA OF FLAMING PASSION

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FEATURING

IRENE RICH & MONTE BLUE

TWO women run, like frightened deer, through the doomed forest which crackles and snaps as the fire gains headway. Their clothes ripped to shreds, hands and faces scratched, they gain a little bridge spanning a rivulet just in time. Lucretia Lombard and Mimi, rivals for the hand of the same man, are together. Lucretia struggles to her feet and sees her opportunity, for Mimi, wife of the man she loves, is senseless. Should she . . . it could be done so easily, a push of the foot and the woman would be heard of no more.

What should she do? What would she do?

This is the climax and a spellbinding one with a cataract of action, thrills and heart-stirring incidents.

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ADVANCED PRICES.

WORLD THEATRE

MERCANTILE MARINE.

WEAKNESS OF THE JUNIOR OFFICER SYSTEM.

"Subordinate Liner Officer" writes to the *Times* as follows:—

Speaking at the recent R.N.R. dinner, Sir Burton Chadwick said that "anything the Merchant Service could do among itself to show the value it attached to the great part it played in national life—the seriousness with which it addressed itself to its own great professional problem—the better it would be for the Merchant Service and the Empire." I propose, therefore, in this letter to address myself to the great problem of which Sir Burton so truly spoke, in so far as it concerns the future standard of efficiency among liner officers.

In judging the standard of efficiency among any community of men, one must look closely into the conditions under which those men serve, for these govern the situation more than anything else—even more than the men themselves. To promote the maintenance a high standard of efficiency in any service or industry there should be placed on the men who work it an adequate measure of responsibility for their age, expedience, and qualifications for this continually keeps men up to the mark. It inspires confidence, and if it promises, as it should do, the reward of advancement to those who prove themselves able to shoulder it with success, then this possession of responsibility urges one in the bargain to do the very best that is in one. Yet, in many of our great liner companies—particularly our famous Transatlantic liner companies—there are to be found scores of men not much under, and perhaps even over, 40 years of age who hold positions which entail practically no responsibility whatever.

It is not that these officers are exceptional cases in so far that they have embarked on a sea career late in life, or because they have been found unfit for responsibility. For, almost without exception, they are fully qualified and experienced officers who have held positions of trust and responsibility, as chief officers of either sailing ships or tramp steamers, before ever they set out on a liner career.

A junior officer in a big Transatlantic liner keeps watch at sea with, and under, a senior, who is in charge of the watch. He works out the latter's observations, keeps count of the dead reckoning and compass error, checks his senior's calculations, and generally makes himself conversant with the navigation of the ship. In port he acts as officer of the day and assists the senior officers as necessary. In addition, he has a quantity of clerical work to do, but as this does not touch the question of responsibility I pass over it. From the point of view of a short training for young officers fresh from sailing ships or tramp steamers to accustom them to liner work, this junior officership leaves little to be desired. As a probationary course, to ensure getting the right type of men for senior officers, which is by no means always the case, it might even be highly commended.

SYSTEM CONDEMNED.

But when viewed as an adequate job for a man with 20 years' or more sea experience behind him, and the highest qualifications, then, on the score of promoting efficiency, this junior officer system must be condemned in the strongest possible manner as a system which destroys zeal, initiative, and self-confidence in those who have endure it year after year, sometimes indeed almost up to middle age.

Can it be said that a system which holds men down in subordinate positions in this way during the most critical period of their lives, when they should be displaying the very best that is in them, makes for efficiency? Can it be expected, indeed, that men who have been denied responsibility during the very prime of theid lives can ever do justice to a responsible job when at length it comes their way?

Already these young officers—and some of them, alas, not too young—are brooding over what they consider, not without reason, their ruined careers. Unable to see any prospect of advancement in their profession as the years roll by, they are beginning to lose heart. Instead of spending their spare time in studying technical books on their job, as of old, they now spend a great deal too much time in poring over their "seniority list" (of promotion), weighing the possibilities of this senior officer dying before his time—for retirement arrives or of that one getting the sack equally prematurely. Thus will it be seen that their outlook on life it becoming morbid under their disappointment. Is it wise or prudent to allow the moral and consequent efficiency of the men who officer the finest section of the finest industry in the Empire—viz., the great liners of the Mercantile Marine—to go to pieces in this way?

A REMEDY.

This brings me to the question of a remedy for this unfortunate state of affairs, which, of course, is principally due to the shipping depression following the war. There is only one remedy that I can see. Shipmasters ought to retire earlier than they do now. At present in most big Transatlantic companies they are retired at 60 years of age, while, so far as senior officer are concerned, these men are being retired at 55 if they have not attained command by the time they are that age.

Having for many years held commands, which they were fortunate enough to secure in the good old days of booming shipping, the veteran shipmasters, with their great experience, no doubt admirably suit the immediate purpose of their employers. But what of the future, say, in five years' time, when they must in any case give way to their successors? How will the employers, the shipping industry, even the travelling public, fare then in the hands of these

(Concluded on next column.)

new captains, whose ability to bear sole responsibility has been sadly lessened for want of it?

Every day a wise Admiralty retires senior naval officers "to facilitate the promotion of younger officers." Why not the same thing in the Mercantile Marine? The fact that a retired liner shipmaster receives but a small pension from his employer, and would probably receive an even smaller one if retirements became more frequent, should not be allowed to prove a stumbling-block in the matter. For those healthy Army, Navy, Air Service, and Civil Service pensions might well be shared with the Mercantile Marine, whose fluttering flag on the Cenotaph proudly proclaims that its service, too, is a great and necessary public institution.

MOTOR SHIPS FOR JAPAN.

LOCAL ENGINE CONSTRUCTION.

Commenting on the interest of Japanese shipowners in the internal combustion engine, *Lloyd's List* notes the fact that the majority of orders which have been placed recently by Japanese shipowners have been for vessels to be propelled by internal-combustion machinery.

To this number have now to be added three very interesting mixed cargo and passenger craft for which contracts have recently been placed by the Osaka Shosen Kaisha. Particularly noteworthy is the fact that, while the machinery for two of these vessels will be built in Europe, that for the other ship, although similar in type, will be manufactured under licence in Japan by the Mitsubishi Dockyard.

Another Japanese shipbuilding firm, the Kawasaki Dockyard, has, it is understood, acquired a licence for the construction of the Camellaird-Fullagar type of engine, and arrangements have also been made to build Vickers Diesel motors in Japan.

It is evident, therefore, that Japanese shipowners and shipbuilders do not intend to rely upon the supply of Diesel machinery from Europe, and it will be interesting to note whether success is achieved in the production of the more complicated oil-engines equal to that which has been attained in Japan with steam turbines.

It is now generally recognised in this country that in order to secure satisfactory results, from both the commercial and technical standpoint, it is desirable, if not essential, for Diesel-engine construction to be undertaken in shops mainly or exclusively devoted to this work and equipped with specialised machinery.

The Japanese builders will no doubt endeavour to comply with these requirements, and provided allowance is made for the fact that exceptional care has to be shown in the manufacture of certain Diesel-engine parts there is no reason why efficient and reliable internal-combustion motors should not be turned out.

PRAYER ON A PLATFORM.

EASTERN SCENE AT A RAILWAY STATION.

Travellers at Victoria Station, London, one day last month got a surprise when a party of green turbanned foreigners, stright by an imposing figure stepped straight from the Continental express and opened prayer on the platform. The long-drawn tenor cry of "Allah-o Akbur!" (Great is Allah) followed, and they moved off.

The little scene marked the arrival in London for the first time of His Holiness the Khalifa-Tul-Masih. He is head of the Ahmadia movement in Islam whose 500,000 followers are intensely loyal to Britain.

Accompanied by a staff of twelve secretaries and Oriental scholars, he is representing Islam in the conference on "Living Religions in the Empire" which is meet at Wembley from September 22nd to October 6th.

Among those who met him on arrival were Sir Francis Younghusband, who conducted a British mission to Lhassa.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

SHANGHAI via SWATOW	"FOOSHING"	...Friday,	3rd Oct.,	10 a.m.
MANILA via AMOY ...	"SUISANG"	...Saturday,	4th Oct.,	3 p.m.
HAIPHONG via HOIHOW ...	"MINGSANG"	..Sunday,	5th Oct.,	8 a.m.
SHANGHAI via SWATOW	"KWONGSANG"	..Sunday,	5th Oct.,	10 a.m.
SANDAKAN	"HINSANG"	...Monday,	6th Oct.,	1 p.m.
BANGKOK via SWATOW	"KWAISANG"	...Monday,	6th Oct.,	5 p.m
TSINGTAU via SWATOW & SHANGHAI ...	"TINGSANG"	...Wednesday,	8th Oct.,	10 a.m.
KOBE via MOJI	"LAISANG"	Wednesday,	8th Oct.,	Noon.
STRAITS & CALCUTTA ...	"HOSANG"	Thursday,	9th Oct.,	3 p.m.
SHANGHAI via SWATOW ...	"TAKSANG"	...Friday,	10th Oct.,	10 a.m
MANILA	"LEESANG"	...Saturday,	11th Oct.,	11 a.m.
TIENTSIN	"CHIPSHING"	...Saturday,	11th Oct.,	Noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Thursday, 9th Oct., 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

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OUTWARDS. Vessel.	Due Hongkong.	HOMEWARDS. Vessel.	Leaves H'kong.	Discharges
"GLENSHANE" ...	6th Oct.	"GLENOGLE" ...	24th Oct.	London, Rotterdam & Hamburg.
"GLENGARRY" ...	16th Oct.	"GLENGARRY" ...	13th Nov.	London, Rotterdam and Hamburg.
"GLENAPP" ...	30th Oct.			
"CARMARTHENSHIRE"	13th Nov.			

Movements are subject to change without notice.

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JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.

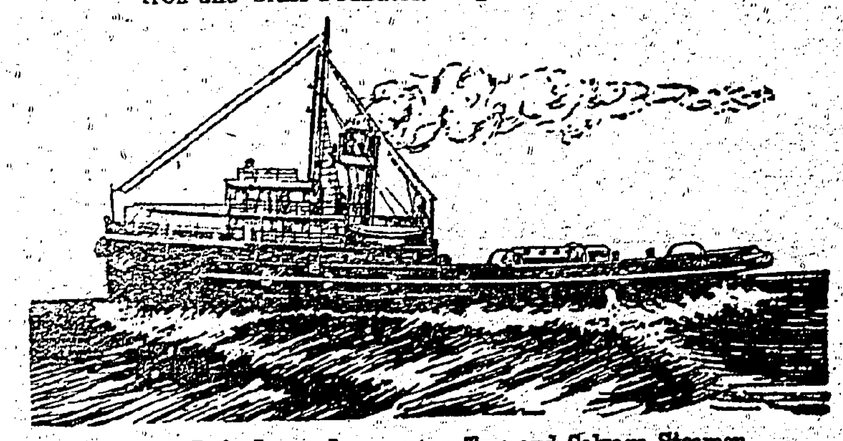
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Pleaseaddress enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS.

September 30th.

Giyo Maru, Japanese str., 1,958 tons, Capt. J. Ishikami, from Kwangyen, with a cargo of limestone, lying at Kowloon Bay.—Y.K.K.

Heian Maru, Japanese str., 1,783 tons, Capt. Y. Masuda, from Tailay, with a cargo of limestone, lying at Kowloon Bay.—Geo. Grimble & Co.

Inver Bank, British str., 3,138 tons, Capt. C. S. Newton, from New York and Shanghai, the former port she left on July 6th and the latter on Sept. 27th, with a general cargo, lying at Kowloon wharf.—Bank Line.

Tangistan, British str., 2,879 tons, Capt. R. G. Blayney, from Swatow, with a general cargo, lying at buoy No. B26. —H. M. H. Nemazee.

October 1st.

Australien, Danish mator-ship, 4,247 tons, Capt. S. J. Muller, from Tsingtau, with a general cargo, lying at buoy No. A30.—John Manners & Co.

Clara Jebsen, Danish str., 1,145 tons, Capt. C. Hansen, from Swatow, with a general cargo, lying at buoy No. C18.—Kwan Sang.

Fingal, Norwegian str., 1,213 tons, Capt. N. B. Melsom, from Keelung, with a cargo of coal, lying at buoy No. C47.—M.B.K.

Hai Hong, British str., 1,270 tons, Capt. E. Walker, from Foochow, with a general cargo, lying at Douglas wharf.—Douglas, Lapraik & Co.

Hsin Wah, Chinese str., 1,358 tons, Capt. J. A. Murphy, from Tientsin, with a general cargo, lying at C.M.S.N. wharf.—C.M.S.N. Co.

Hydrangea, British str., 561 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chin On wharf.—Chin On S.S. Co.

Kaijo Maru, Japanese str., 1,126 tons, Capt. Y. Okura, from Keelung, with a general cargo and coal, lying at O.S.K. wharf.—O.S.K.

Kwai Sang, British str., 1,453 tons, Capt. M. Costello, from Bangkok and Swatow, with a general cargo, lying at buoy No. C32.—Jardine, Matheson & Co.

Kwangtak, Chinese str., 1,356 tons, Capt. Wm. Philip, from Shanghai, with a general cargo, lying at C.M.S.N. wharf.—C.M.S.N. Co.

Lucknow, British str., 1,350 tons, Capt. J. M. Dillon, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12.—B. & S.

Ming Sang, British str., 969 tons, Capt. J. H. Ferguson, from Hoihow, with a general cargo, lying at buoy No. C35.—Jardine, Matheson & Co.

Phranang, British str., 1,022 tons, Capt. H. C. Kiddle, from Tourane, with a general cargo, lying at buoy No. C43.—Cheong Yue S.S. Co.

Swochow, British str., 1,594 tons, Capt. E. Monkman, from Shanghai and Amoy, with a general cargo, lying at buoy No. A8.—B. & S.

Sungshan Maru, Japanese str., 1,503 tons, Capt. G. Kawamura, from Shanghai and Swatow, with a general cargo, lying at buoy No. C37.—N.Y.K.

Szechuen, British str., from Canton, lying at buoy No. B9.

Teucer, British str., 5,785 tons, Capt. R. N. Hodgson, from Yokohama and Keelung, with a general cargo and tea, lying at buoy No. A2.—B. & S.

Tjibodas, Dutch str., 2,593 tons, Capt. G. J. Gerdes, from Amoy, with a general cargo, lying at buoy No. A27.—J.C.J.L.

CLEARANCES.

October 1st.

Apoey, for Saigon.
Australien, for Singapore.
Benledi, for Shanghai.
Glensanda, for Shanghai.
Inver Bank, for Calcutta.
Jade, for Haiphong.
Kishu Maru for Saigon.
Knight Templar, for Saigon.
Kojun Maru, for Canton.
Kwangtak, for Canton.
Limchow, for Pakhoi.
Luchow, for Canton.
Ombilin, for Saigon.
Phranang, for Hongay.
Soochow, for Canton.
Southwestern Miller, for Manila.
Sungshan Maru, for Swatow.
Szechuen, for Swatow.
Taikwa Maru, for Swatow.
Tangistan, for Swatow.
Teucer, for Manila.
Tjileboet, for Muntok.
Tokushima Maru, for Singapore.
Van Cloon, for Swatow.
Yanon, for Haihow.

PASSENGERS.

ARRIVALS.

Per s.s. *Kaijo Maru*, on October 1st:—Mr. and Mrs. C. E. Coyard and Mrs. M. Mondero.

Per s.s. *Hai Hong*, on October 1st:—Mr. and Mrs. L. N. Marsh, Mr. F. H. De Vinney, Mr. Antonio de Merrilles, Mr. and Mrs. Beltman and child, Mrs. Mills, Mr. Amman, Mrs. J. Scott, Miss May, E. Ogg, and Mr. and Mrs. A. W. Rider.

DEPARTURES.

Per E. & A. s.s. *Arafura*, on October 1st:—Mr. W. A. Butterfield, Mr. W. A. Muller, Dr. N. Pryle, Mr. and Mrs. K. E. Bessel, Miss T. Bessell, Miss A. Harting, Miss V. Williams, Dr. and Mrs. Stuckey, Miss Stuckey, Mr. S. Moore, Mr. R. Patrick, Mr. W. J. Ferguson, Capt. F. T. Fisher, Mr. F. T. Whalan, Mr. S. Whalan, Mr. Appleton, Mr. T. Chalmers, Mr. T. Prentice, Mr. R. E. Mann, Mrs. A. M. Morgan, Miss P. Fenton, Mr. G. A. Hepho, Miss M. Truscott.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
BUENOS AIRES via SINGAPORE, &c.	Awa Maru	Jap.	Nippon Yusen Kaisha	On 7th Nov.
NEW YORK & BOSTON	Moorish Prince	Brit.	Prince Line	On 20th Nov.
BOSTON & NEW YORK via SUEZ	Murlochus	Brit.	The Bank Line, Limited	On 11th inst.
SAN FRANCISCO via S'HAI & JAP. PORTS & H'LU.	President Pierce	Am.	Pacific Mail S.S. Co.	On 8th inst., 10 a.m.
SAN FRANCISCO, &c.	West Chopaka	Am.	Struthers & Barry	On 15th inst.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Australia	Brit.	Canadian Pacific O. S. Ltd.	On 10th inst.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
VICTORIA, SEATTLE, TACOMA, VANCOUVER, &c.	Alabama Maru	Jap.	Osaka Shosen Kaisha	On 22nd inst.
VICTORIA, SEATTLE & VANCOUVER	Philoctetes	Brit.	Butterfield & Swire	On 13th inst.
SEATTLE & VICTORIA, viaS'HAI, KOBE & YOKOHAMA	President Jackson	Am.	Admiral Oriental Line	On 8th inst.
MARSEILLES, CASA BLANCA, LONDON, HULL & ANTWERP	Kashmir	Brit.	P. & O., B. I. & A. L.	On 4th inst., Noon.
MARSEILLES, &c.	Amboise	Fren.	Messageries Maritimes	On 13th inst.
MARSEILLES, &c.	Chantilly	Fren.	Messageries Maritimes	On 28th inst.
MARSEILLES, &c.	Porthos	Fren.	Messageries Maritimes	On 9th Nov.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Katori Maru	Jap.	Nippon Yusen Kaisha	On 8th inst., 11 a.m.
MARSEILLES, LONDON, R'DAM, HAMBURG & HULL	City of Lahore	Brit.	The Bank Line, Ltd.	On —
GENOA, HAVRE, LIVERPOOL & GLASGOW	Tydeus	Brit.	Butterfield & Swire	On 20th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Trier	Ger.	Melchers & Co.	On 18th inst.
MARSEILLES, LONDON, ROTTERDAM & HAMBURG	Antolycus	Brit.	Butterfield & Swire	On 6th inst.
LONDON, HAMBURG, ROTTERDAM & ANTWERP, &c.	Paris Maru	Jap.	Osaka Shosen Kaisha	On 5th inst.
LONDON, ROTTERDAM & HAMBURG	Glengyle	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	Boerce	Dut.	Java-China-Japan-Lijn	On 3rd inst.
ANTWERP, ROTTERDAM & HAMBURG	Trier	Ger.	Reuter Brockelmann & Co.	About 18th inst.
BOMBAY via SINGAPORE & COLOMBO	Tamba Maru	Jap.	Nippon Yusen Kaisha	On 10th inst.
STRAITS & CALCUTTA	Hosang	Brit.	Jardines, Matheson & Co., Ltd.	On 9th inst., 3 p.m.
SINGAPORE, PENANG & CALCUTTA	Tairea	Brit.	P. & O., B. I. & A. L.	On 4th inst.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sicilia	Brit.	P. & O., B. I. & A. L.	On 29th inst.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sardinia	Brit.	P. & O., B. I. & A. L.	On 26th Nov.
SINGAPORE & BELAWAN-DELI	Van Cloon	Dut.	Java-China-Japan-Lijn	On 9th inst.
BRINDISI, VENICE & TRIESTE	Fiume-L	Ital.	Dodwell & Co., Ltd.	On 6th inst.
WEIHAIWEI, CHEFOO & TIENTSIN	Nanning	Brit.	Butterfield & Swire	On 4th inst., 4 p.m.
HAIPHONG via HOIHOW & PAKHOI	Chukwa Maru	Jap.	Yamashita Kisen Kaisha	About 3rd inst.
KEELUNG via SWATOW & AMOY	Taikwa Maru	Jap.	Yamashita Kisen Kaisha	About 2nd inst.
SANDAKAN	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th inst., 1 p.m.
AUSTRALIAN PORTS via MANILA	Yoshino Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
AUSTRALIAN PORTS	St. Albans	Brit.	P. & O., B. I. & A. L.	On 29th inst.
AUSTRALIAN PORTS	Taiyuan	Brit.	Butterfield & Swire	On 10th inst., 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	Nagato Maru	Jap.	Nippon Yusen Kaisha	On 6th inst.
TSINGTAU via SWATOW & SHANGHAI	Tingsang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th inst., 10 a.m.
SHANGHAI, MOJI & KOBE	Malwa	Brit.	P. & O., B. I. & A. L.	On 10th inst.
SHANGHAI, MOJI & KOBE	Kashgar	Brit.	P. & O., B. I. & A. L.	On 3rd Nov.
KOBE	Sicilia	Brit.	P. & O., B. I. & A. L.	On 4th inst., D.L.
YOKOHAMA, KOBE & MOJI	Duschessa D'Aosta	Ital.	Dodwell & Co., Ltd.	About 30th inst.
SHANGHAI	Tjimanoek	Dut.	Java-China-Japan Lijn	On 14th inst.
MOJI & KOBE	Eastern	Brit.	P. & O., B. I. & A. L.	On 1st Nov.
MOJI & KOBE	St. Albans	Brit.	P. & O., B. I. & A. L.	On 4th inst.
YOKOHAMA, KOBE, NAGASAKI & SHANGHAI	C. Lepoz y Lepoz	Span.	Botelho Bros.	On 13th inst.
JAPAN PORTS	Anules Maru	Jap.	Osaka Shosen Kaisha	On 7th inst.
TIENTSIN	Chipshing	Brit.	Jardine, Matheson & Co., Ltd.	On 11th inst., Noon
BATAVIA	Tjitarcem	Dut.	Java-China-Japan Lijn	About 18th inst.
CALCUTTA SINGAPORE & RANGOON	Hagne Maru	Jap.	Osaka Shosen Kaisha	On 28th inst.
CALCUTTA via SINGAPORE, PENANG & RANGOON	Lake Gilpen	Am.	Pacific Mail S.S. Co.	On —
HAIPHONG via HOIHOW	Mingsang	Brit.	Jardine, Matheson & Co., Ltd.	On 5th inst., 8 a.m.
AMOY, SWATOW & SINGAPORE	Kiangyan	Brit.	Butterfield & Swire	On 7th inst., Noon
SWATOW & BANGKOK	Kweiyang	Brit.	Butterfield & Swire	On 7th inst., 2.30 p.m.
SWATOW, AMOY & FOOCHOW	Haihong	Brit.	Douglas Lapraik & Co.	On 3rd inst., 3 p.m.
SWATOW, AMOY & FOOCHOW	Hai-foong	Brit.	Douglas Lapraik & Co.	On 7th inst., 1 p.m.
MANILA	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	On 15th inst.
MANILA via AMOY	Suisang	Brit.	Jardine, Matheson & Co., Ltd.	On 4th inst., 3 p.m.
MANILA	President Jefferson	Am.	Admiral Oriental Line	On 9th inst.
MANILA, SINGAPORE, COLOMBO, &c.	C. Lopez y Lopez	Span.	Botelho Bros.	On 30th inst.
MANILA, BANGKOK, SINGAPORE, ZAMBOANGA & CEBU	West Cajoot	Brit.	Struthers & Barry	On 20th inst.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia* is due here at 11 a.m. on October 3rd (Friday), and will berth at Pier No. 5, Kowloon wharf.

The R.M.S. *Empress of Russia* left Kobe on October 1st at 4 p.m., and is due at Yokohama on October 3rd at 6 a.m.

The R.M.S. *Empress of Canada* from Hongkong on September 12th, arrived at Vancouver on September 29th.

The E. & A. Co.'s s.s. *St. Albans* left Manila for this port on the afternoon of September 30th, with the outward Australian mails, and is due here to-morrow morning.

The B.I. and Apear s.s. *Takeda* left Singapore for this port on the morning of September 29th, and is due to arrive here on the morning of October 5th.

The P. & O. s.s. *Kashmir* left Shanghai for this port on September 30th at 4 p.m., and is due to arrive to-morrow about a.m.

The N.Y.K. s.s. *Siuru Maru* (European passenger line), left Hongkong for Hongkong *viâ* Suez on September 13th, and is expected here on October 20th.

The N.Y.K. s.s. *Hakone Maru* (European passenger line), left Singapore for Hongkong on September 30th, and is expected here on October 5th.

The N.Y.K. s.s. *Fushimi Maru* (European passenger line), left London for Hongkong *viâ* Suez on September 27th, and is expected to arrive here on Nov. 3rd.

The N.Y.K. s.s. *Aki Maru* (Bombay passenger line), left Bombay for Hongkong *viâ* Colombo and Singapore on September 29th, and is expected here on October 16th.

The N.Y.K. s.s. *Katori Maru* (European passenger line), left Kobe for Hongkong, *viâ* Moji and Shanghai on Sept. 28th, and is expected here on October 7th.

The s.s. *Adrastus* (Blue Funnel), arrived at Marseilles on September 25th.

VESSELS EXPECTED.

Ajax (Blue Funnel), due October 9th.
Alabama Maru (O.S.K.), due to-day.
Anules Maru (O.S.K.), due October 6th.
Empress of Australia, due October 3rd.
Empress of Asia due October 13th.
Kashgar (P. & O.), due October 3rd.
Lycaon (Blue Funnel), due October 19th.
Mentor (Blue Funnel), due October 16th.
Oanfa (Blue Funnel), due November 1st
Orestes (Blue Funnel), due October 9th.
Paris Maru (O.S.K.), due October 4th.
President Adams (Dollar), due November 10th.
President Grant (Admiral Oriental), due October 20th.
President Hayes (Dollar), due October 13th.
President Jefferson (Admiral Oriental), due October 8th.
Shunku Maru (O.S.K.), due to-morrow.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1923.

Revised by the Members.

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HOME VIA CANADA

Hongkong to England
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver		From Canada	Due England
Empress Australia	Oct. 10	Oct. 29	Empress France	Nov. 5	Nov. 12
Empress Asia	Ott. 23	Nov. 10	Empress Scotland	Nov. 19	Nov. 26

Pacific Sailing schedule for Next Spring on application.
Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets sold.
Early reservation necessary.

Two Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

The EMPRESS OF AUSTRALIA WILL SAIL FROM HONGKONG at DAYLIGHT, FRIDAY, OCTOBER 10th.

HONGKONG—MANILA SERVICE.

From Hongkong	Due Manila		From Manila	Due Hongkong
Oct. 15	Oct. 17	Empress Asia	Oct. 18	Oct. 20
Oct. 29	Oct. 31	Empress Canada	Nov. 1	Nov. 3
Nov. 12	Nov. 14	Empress Russia	Nov. 15	Nov. 17

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Freight and Express: Tel. 42. Cables: NAUTILUS.

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"VAN CLOON"

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1st Class Fare to Singapore—$100.

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HONGKONG TO SAN FRANCISCO
VIA
SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT PIERCE" ... Wednesday, October 8th, at 10 a.m.
S.S. "PRESIDENT TAFT" ... Wednesday, October 22nd, at 10 a.m.
S.S. "PRESIDENT WILSON" ... Wednesday, November 5th, at 10 a.m.
S.S. "PRESIDENT LINCOLN" ... Wednesday, November 19th, at 10 a.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE
LOCAL EQUIVALENT OF
£120 £112 £110
WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

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HONGKONG—MANILA

S.S. "PRESIDENT TAFT" ... Sunday, October 12th, at Noon.
S.S. "PRESIDENT WILSON" ... Sunday, October 26th, at Noon.
S.S. "PRESIDENT LINCOLN" ... Sunday, November 9th, at Noon.

For Full Information regarding Rates, Space, etc., Apply to—

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Through passage rates to Europe via America G.$405, G.$420, G.$440
IYO MARU ... Wednesday, 15th Oct.
SHIDZUOKA MARU ... Thursday, 4th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.
KATORI MARU ... Wednesday, 8th Oct., at 11 a.m.
ATSUTA MARU ... Wednesday, 22nd Oct.

HAMBURG via LONDON & ROTTERDAM.
MATSUYE MARU ... First Half Nov.

LIVERPOOL via MARSEILLES & VALENCIA.
TSUSHIMA MARU ... End of Oct.
TAJIMA MARU ... End of Nov.

SYDNEY & MELBOURNE via Manila Ports.
YOSHINO MARU ... Wednesday, 15th Oct.
MISHIMA MARU ... Wednesday, 12th Nov.

NEW YORK & BOSTON via PANAMA.
LISBON MARU ... Thursday, 9th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.
AWA MARU ... Friday, 7th Nov.

BOMBAY via Singapore, Penang & Colombo.
TAMBA MARU ... Friday, 10th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
PENANG MARU ... Sunday, 12th Oct.

JAVA & CALCUTTA via Batavia.
TASMANIA MARU ... Friday, 3rd Oct.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Monday, 13th Oct.

SHANGHAI, KOBE & YOKOHAMA.
NAGATO MARU ... Monday, 6th Oct.
HAKONE MARU ... Tuesday, 7th Oct.
WAKASA MARU ... Tuesday, 14th Oct.
AKI MARU ... Friday, 17th Oct.

For further information, apply to— NIPPON YUSEN KAISHA.
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"PRESIDENT GRANT" ... Oct. 30th.
"PRESIDENT MADISON" ... Nov. 11th.
"PRESIDENT McKINLEY" ... Nov. 23rd.
"PRESIDENT JACKSON" ... Dec. 6th.

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First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

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"PRESIDENT JEFFERSON" ... Oct. 9th.
"PRESIDENT GRANT" ... Oct. 21st.
"PRESIDENT MADISON" ... Nov. 2nd.

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ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

PASSENGER SERVICE.

* "CITY OF LAHORE" 16th Oct.....Shanghai and Japan
* "CITY OF LAHORE" Dec.....Marseilles, London, etc
† "CITY OF KARACHI" 29th Jan..... Do.
† "CITY OF BARODA" 1st March..... Do.

* "A" Class. † "B" Class.

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Single 1st Class "A"...£98. "B"...£84. | Single 2nd Class "A"...£62. "B"...£56.
Cargo Steamers, Saloon Passage—£68.

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AND

AMERICAN & MANCHURIAN LINE

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Sailings from Hongkong

S.S. "EURYLOCHUS." via Suez Canal 11th Oct.
*S.S. "CITY OF RANGOON" ...via Suez Canal 21st Oct.
S.S. "KOSMO" via Suez Canal 31st Oct.

*Boston and New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	—	—	12th Oct
CHANTILLY	—	—	26th Oct.
PORTHOS	11th Sept.	14th Oct	9th Nov.
AMAZONE	25th Sept.	28th Oct.	23rd Nov.
ANGKOR	9th Oct.	11th Nov.	7th Dec.
ANGERS	23rd Oct.	25th Nov.	21st Dec.

RATES OF PASSAGE MONEY TO MARSEILLES

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A Class Steamers: 1st Class.....£ 95. 0s. 0d. | 2nd ,, ...£ 68. 0s. 0d.
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Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

s.s. " " loading for HAVRE, ANTWERP & DUNKIRK about
s.s. "CAPITAINE FAUBE" from DUNKIRK, LONDON & HAVRE is due to arrive about 3rd week of October.

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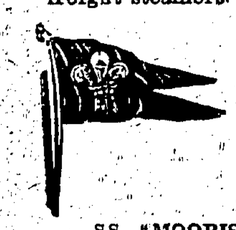
HAIHONG ... | Capt. Ellis Walker | Friday, 3rd Oct., at 3 p.m.
HAIFOONG ... | Capt. W. S. Turnbull | Tuesday, 7th Oct., at 1 p.m.
HAI-NING ... | Capt. W. C. Passmore | Friday, 10th Oct., at 5 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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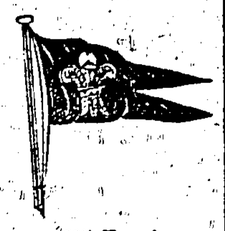
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and

NEW YORK



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S.S. "CELTIC PRINCE" 1st December.

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(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,963	4th Oct., Noon	Marseilles, Casa Blanca, L'don., Hull and Antwerp.
"PESHAWUR"	7,834	14th Oct.	Mars., London & Antwerp.
"MOREA"	10,911	18th Oct.	Marseilles & London
"SICILIA"	8,813	29th Oct.	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	8,840	1st Nov.	Mars., London & Antwerp.
"MALWA"	10,941	15th Nov.	Marseilles & London
"SARDINIA"	6,684	25th Nov.	S'pore., Penang, Colombo & B'bay.
"KARMALA"	9,098	29th Nov.	Mars., London & Antwerp
"MANTUA"	10,902	13th Dec.	Marseilles & London
"SOUDAN"	6,696	24th Dec.	S'pore, Penang, Colombo & B'bay.
"KHIVA"	9,097	27th Dec.	Marseilles, L'don. & A'werp
1925			
"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	8,813	21st Jan.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	24th Jan.	Mars., London & Antwerp.
"MOREA"	10,911	7th Feb.	Marseilles & London
"KASHMIR"	8,963	21st Feb.	Marseilles, London & Antwerp
"MALWA"	10,941	7th Mar.	Marseilles & London
"KASHGAR"	8,840	21st Mar.	Marseilles, London & Antwerp
"MANTUA"	10,902	4th Apr.	Marseilles & London
"KARMALA"	9,098	18th Apr.	Mars., L'don. & A'werp.
"MACEDONIA"	11,089	2nd May	Marseilles & London

BRITISH INDIA—APCAR SAILINGS

"TAIREA"	8,500	4th Oct.	Singapore, Penang & Calcutta
"TAKADA"	8,949	27th Oct.	do.
"TALMA"	10,000	11th Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	29th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	26th Nov.	
"ARAFURA"	5,000	31st Dec.	

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viz New Zealand, Vancouver (San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KASHGAR"	8,840	4th Oct., D.L.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"SICILIA"	8,813	4th Oct., D.L.	Kobe only.
"TAKADA"	8,949	5th Oct.	Shanghai, Moji & Kobe.
"MALWA"	10,941	18th Oct.	do.
"TALMA"	10,000	23rd Oct.	Moji & Kobe.
"KARMALA"	9,098	1st Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"SARDINIA"	6,684	1st Nov.	Shanghai & Kobe.
"TILAWA"	10,000	3rd Nov.	Moji & Kobe.
"TAKLIWA"	8,500	13th Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	23th Nov.	do.
"SOUDAN"	6,696	29th Nov.	Shanghai & Kobe.
"ARAFURA"	5,000	6th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	27th Dec.	do.
"SICILIA"	8,813	27th Dec.	Shanghai & Kobe.
1925.			
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	8,840	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	do.
"KARMALA"	9,098	21st Mar.	Shanghai, Moji & Yokohama
"MACEDONIA"	11,089	3rd Apr.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply o—

MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG Agents.

Y. K. K.



Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Brokers.
Coalmine Owners, General Coal Merchants.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.

For CANTON

For HAIPHONG via Hothow & Pakhoi
s.s. "CHEKWA MARU" on or about 3rd Oct.
For KEELUNG via Swatow & Amoy
s.s. "TAIKWA MARU" on or about 2nd Oct.

For further particulars, please apply to—
Branch Office S. MITARAI, Agent.
No. 37, Bonham Strand West. Top Floor King's Building.
Tel. Central No. 155. Tel. Central Nos. 140 & 4457.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
HOIHOW & SINGAPORE	"CHINHUA" ...	On 2nd Oct., 10 a.m.
SWATOW & SHANGHAI	"SZECHUEN" ...	On 2nd Oct., 2.30 p.m.
SHANGHAI & TSINGTAO ...	"LUCHOW" ...	On 4th Oct., Noon.
WAIHAIWAI, CHEFOO & TIENTSIN	"NANNING" ...	On 4th Oct., 4 p.m.
SWATOW & SHANGHAI	"SOOCHOW" ...	On 5th Oct., 2.30 p.m.
AMOY & SHANGHAI	"SHANTUNG" ...	On 7th Oct., D.L.
AMOY, SWATOW & SINGAPORE	"KINGYUAN" ...	On 7th Oct., Noon
SWATOW & BANGKOK ...	"KWEIYANG" ...	On 7th Oct., 2.30 p.m.
SWATOW & SHANGHAI	"SUIYANG" ...	On 9th Oct., 2.30 p.m.
SHANGHAI & TSINGTAO	"YINGCHOW" ...	On 11th Oct., Noon.
SWATOW & SHANGHAI	"SINKIANG" ...	On 12th Oct., 2.30 p.m.
AMOY, SWATOW & SINGAPORE	"TEAN" ...	On 12th Oct., 2.30 p.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING" ...	On 14th Oct., 10 a.m.
SWATOW & BANGKOK	"KALGAN" ...	On 14th Oct., 2.30 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
Telephone Central 38. Agents.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
Sailings Subject to Alteration

Steamer	Arr. Hongkong about	Sails for Manila, Sandakan, Thurs. Is. & Aus. Ports about
"TAIYUAN" ...	5th October	10th October, 10 a.m.
"CHANGSHA" ...	2nd November	6th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE,
Telephone No. Central 38. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI

S.S. "DUCHESSA D'AOSTA" Sails about 30th October.
S.S. "GERANIA" Sails about 23rd November.
S.S. "ROSANDRA" Sails about 30th November.
S.S. "NUMIDIA" Sails about 23rd December.
S.S. "VENEZIA" Sails about 30th December.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME-L" Sails about 6th October.
S.S. "PERSIA" Sails about 6th November.
S.S. "DUCHESSA D'AOSTA" Sails about 7th December.
S.S. "GERANIA" Sails about 31st December.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails about 30th September.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LIMITED
Telephone Central 1030. Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "WEST CHOPAKA" Due Hongkong 12th Oct. Leave Hongkong 15th Oct.
U.S.S.B. "WEST CARMONA" Due Hongkong 28th Oct Leave Hongkong 30th Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S AND CANADIAN OVERLAND POINTS.

TO MANILA, BANGKOK, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S.B. "WEST CAJOOT" Due Hongkong 19th Oct. Leave Hongkong 20th Oct.

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S.B. "WEST JESTER" Due Hongkong 30th Oct. Leave Hongkong 31st Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION, APPLY TO
STRUTHERS AND BARRY,
L. EVERETT, 1st Floor, Queen's Building
General Agent for Phone No. Central 3003.
JAPAN-CHINA-PHILIPPINES, G. P. BRADFORD,
INDO-CHINA-STRAITS & JAVA. Res. Agent. [122

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Canada, U.S.A., Japan, Shanghai & London via Canada—London, 30th Aug.	*Emp. of Australia*	3rd Oct.
Europe via Suez (Letters and papers, London, 4th, Sept. and Parcels, 28th Aug.)	*Kashgar*	3rd Oct.
Australia & Manila	*St. Albans*	3rd Oct.
Shanghai	*Shantung*	4th Oct.
Australia & Manila	*Taiyuan*	5th Oct.
Manila	*Pres. Pierce*	6th Oct.
Straits	*Hakone Maru*	6th Oct.
Japan	*Katori Maru*	7th Oct.
U.S.A., Canada, Japan and Shanghai	*Pres. Jefferson*	8th Oct.
U.S.A., Honolulu, Japan and Shanghai	*Pres. Taft*	11th Oct.

OUTWARD MAILS.

For	Per	Days.	
Pakhoi and Haiphong	*Limchow*	Thursday, 2nd,	9.30 A.M.
Java via Sourabaya	*Tjiboodas*		11.00 A.M.
Saigon	*Prominent*		1.00 P.M.
Swatow	*Hydrangea*		3.30 P.M.
Hoihow, Pakhoi and Haiphong	*Chukwo Maru*		5.00 P.M.
Hoihow	*Chinhua*	Friday, 3rd,	8.30 A.M.
Swatow, Amoy & Foochow	*Hai Hong*		2.00 P.M.
Japan	*Sicilia*		5.00 P.M.
Shanghai and *Japan	*Kashgar*		5.00 P.M.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles—due Marseilles, 1st Nov.	*Kashmir*	Parcels, 3rd, Saturday, 4th, Reg. Letters	5.00 P.M. 9.45 A.M. 10.30 A.M.
Shanghai	*Luchow*		10.00 A.M.
Amoy and *Manila	*Sutsang*		2.30 P.M.
Wei Hoi Wei	*Nanning*		2.30 P.M.
Hoihow and Haiphong	*Mingsang*		5.00 P.M.
Swatow, Amoy and Formosa	*Kinjo Maru*	Sunday, 5th,	9.00 A.M.
Sandakan	*Hinsang*	Monday, 6th,	Noon
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and EUROPE via MARSEILLES—due Marseilles, 4th Nov.	*Autolycus*	Registration Letters	1.45 P.M. 2.30 P.M.
*Swatow and Bangkok	*Kiyosang*		3.30 P.M.
Amoy	*Shantung*		5.00 P.M.
Swatow Amoy and Foochow	*Haifoong*	Tuesday, 7th,	Noon
Shanghai, Japan, Honolulu, U.S.A., *Canada, Central & South America, & *Europe via San Francisco—due San Francisco, 31st Oct.	*Pres. Pierce*	Parcels, 7th, Monday, 8th, Registration Letters	5.00 P.M. 8.00 A.M. 8.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa Egypt & Europe via Marseilles—due Marseilles 9th Nov.	*Katori Maru*	Registration Letters	8.45 A.M. 9.30 A.M.
Swatow, Amoy and Foochow	*Hai Ning*	Friday, 10th,	4.00 P.M.
Saigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 14th Nov.	*Amboise*	Saturday, 11th, Registration Letters	4.15 P.M. 5.0 P.M.
Java via Batavia	*Tjitarcum*	Saturday, 18th,	11.00 A.M.

LOCAL AND REGULAR OUTWARD MAILS

From Shenungwan Branch For	On Week-days	On Sunday	On Holidays
Canton and Samshui	7.30 A.M. 3.30 P.M.	9.30 P.M.	7.30 A.M. 9.30 A.M.
Tai Ping Tung	9.30 P.M.		9.30 P.M.
Shek Ki	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kongmoon	6.00 P.M.	9.30 P.M.	6.00 P.M.
Kaulong	6.00 P.M.	6.00 P.M.	6.00 P.M.
	6.00 P.M. Except Saturdays	6.00 P.M.	6.00 P.M.
Wuchow	4.0 P.M.	10.0 A.M.	4.0 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

AUTOLYCUS 6TH OCT. Marseilles, London, Rotterdam & Hamburg
HELENUS ...13TH OCT. London, Rotterdam & Hamburg
PATROCLUS 21ST OCT. Marseilles, London, Rotterdam & Hamburg
*DARDANUS ...25TH OCT. London, Rotterdam & Hamburg
* Calls at Oran.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

TYDEUS ...20TH OCT. Genoa, Havre, Liverpool & Glasgow
KEEMUN ... 1ST NOV. Genoa, Havre, Liverpool & Glasgow
NINGCHOW ...17TH NOV. Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

PHILOCTETES...12TH OCT. Victoria, Seattle & Vancouver
TALTHYBIUS ... 8TH NOV. Victoria, Seattle & Vancouver

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

EURYLOCHUS ...11TH OCT. Boston, New York, Baltimore via Suez
CALCHAS ...10TH NOV. Boston, New York, Baltimore via Suez
AJAX ...21ST NOV. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

MENTOR ...16TH OCT. Shanghai
PATROCLUS ...21ST OCT. Singapore, Marseilles & London
MENTOR ...17TH NOV. Singapore, Marseilles & London
HECTOR ...16TH DEC. Singapore, Marseilles & London
TERESIAS ...29TH DEC. Singapore, Marseilles & London
SARPEDON ...27TH JAN. Singapore, Marseilles & London

Also cargo steamers with limited passenger accomodation at specially reduced fares.

FOREFREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO
BUTTERFIELD & SWIRE,
AGENTS.

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COMMERCIAL.

OPENING QUOTATIONS.

October 1st, 1924.

On London.—	
Telegraphic Transfer	2/4⅛
Bank Bills, on demand	2/4 15/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/5⅛
Credits, at 4 months' sight	2/5⅛
Documentary Bills, 4 months' sight	2/5⅛
On Paris.—	
Bank Bills, on demand	1,920
Credits, 4 months sight	1 1x
On New York.—	
Bank Bills, on demand	53⅞
Credits, at 30 days' sight	55⅛
On Bombay.—	
Telegraphic Transfer	162¾
Bank Bills, on demand	
On Calcutta.—	
Telegraphic Transfer	162¾
Bank Bills, on demand	
On Shanghai.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	
On Yokohama.—On demand	133⅛
On Manila.—On demand	106¼
On Singapore.—On demand	103
On Batavia.—On demand	141⅛
On Haiphong.—On demand	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	76⅛
Sovereign, Bank's Buying rate	$ 8.10
Gold Leaf, 100 fine, per tael	47.50
Bar Silver, per oz.	35 3/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$25,500,000
Reserve Liability of Proprietors	$20,000,000

Court of Directors:

W. L. Pattenden, Esq.—Chairman
H. P. White, Esq.—Deputy Chairman.
B. D. F. Beith, Esq. — J. A. Plummer, Esq.
A. H. Compton, Esq. — J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak. — N. L. Watson, Esq.
A. O. Lang, Esq. — G. M. Young, Esq.

Chief Manager:
A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 2nd September, 1924. [27

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.
Hongkong, 2nd September, 1924. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£3,900,000
Reserve Liability of Proprietor	£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hongkong, April 8th, 1924. [31

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,980,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka, Moji.
Ormosa:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tchyen, Ako.
China:—Shanghai, Hankow, Riuklang, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

London Bankers:
London Counties Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO
Manager.
Hongkong Branch,
4, Des Voeux Road,
Hongkong, 28th June, 1924. [

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 59,867,283.54

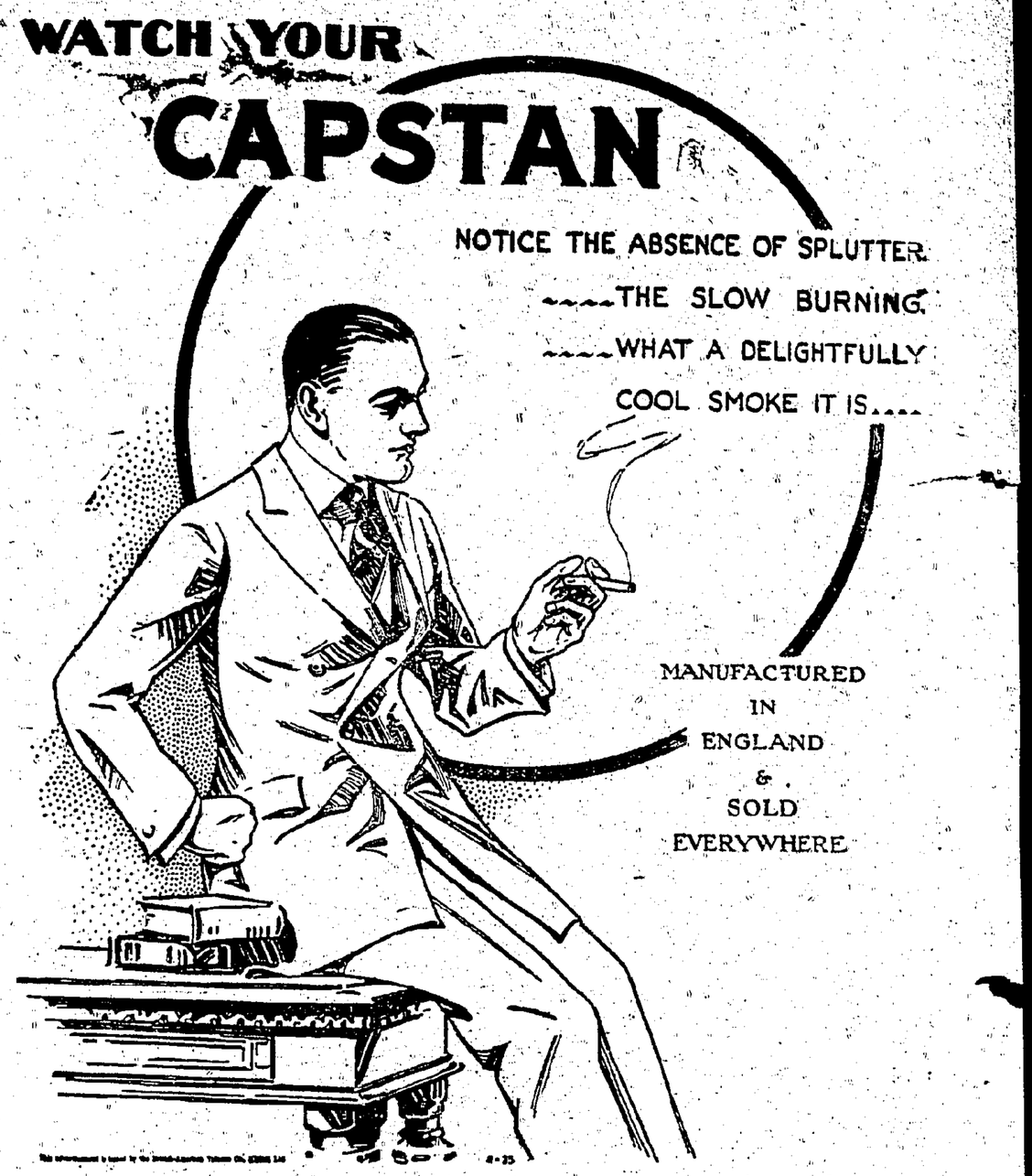
Branches

Bangkok	Hongkong	Saigon
Battambang	Mengtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Phnom Penh	Yunnanfu
Hanoi	Pondicherry	

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan and Co French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange business transacted.

A. LECOT,
Manager.
Hongkong, 29th March, 1924. [32



THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,250,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Sourabaya
Delhi	Kota Bharu	(Mauritius)	

Hongkong Branch:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON,
Manager.
7, Queen's Road Central,
Hongkong, February 11th, 1924 [30

THE BANK OF EAST ASIA, LTD.

Head Office:—
No. 10, Des Voeux Road Central. HONGKONG.

Established 1919.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

Per annum.
For 3 months at the rate of 3 per cent.
For 6 " 4 "
For 12 " 5 "

KAN TONG PO,
Chief Manager.
Hongkong, March 15th, 1924. [84

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 74,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Harbin	New York	Tokyo
Honolulu	Peking	Tsinanfu
Kai Yuen	Rio de Janeiro	Tsingtau
		Vladivostock

Interest allowed on Current Accounts. Deposits received for Fixed Periods at to be obtained on application.

T. NISHIYAMA, Manager.
Hongkong, 24th July, 1924. [39

VISITORS TO CANTON.

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BY

Captain C. V. LLOYD

With Illustrations, Maps and Flags

PRICE $1.75

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" Messrs. Kelly & Walsh, Ltd.
" Messrs. Brewer & Co.
Canton: Messrs. A. S. Watson & Co.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

[Netherlands Trading Society.]

BANK.

Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilders	150,000,000	(£12,500,000)
Paid-up Capital	80,000,000	(£6,666,671)
Reserve Fund	23,045,032	(£1,670,419)
Special Reserves	22,560,000	(£1,888,320)

Head Office:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKER:—National Provincial Bank, Ltd.

Corespondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD,
Acting Agent.

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	18,275,500.00
Reserve Founds	2,629,425.24

Head Office:—Peking.

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TSUYEE FEI,
Manager.
Hongkong, September 8th, 1921. [38

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